

DO NOT THROW AWAY

**Southern Enduro  
Riders Association**



*1978 Guideline Handbook*

**1978 SOUTHERN ENDURO RIDERS  
ASSOCIATION ENDURO SCHEDULE**

Date	Event	Club	Location
*2/26/78	SERA Enduro	Masterlinks	Wiggins, Ms.
*3/12/78	SERA Enduro	New Orleans	Esson, La.
4/2/78	100 Mi. National	Ridgerunners/Tamm.	Larman, Ms.
*4/16/78	SERA Enduro	Wheebies	Hot Springs, Ark.
4/22,23/78	ISDT Twoday	Perry Mountain	Maplesville, Ala.
*4/30/78	SERA Enduro	Turkey Creek	Utica, Ms.
5/7/78	Women & Children	La. Trailriders	Greensburg, La.
*5/28/78	SERA Enduro	Clanton	Clanton, Ala.
*6/11/78	SERA Enduro	Dusty Wheels	Shreveport, La.
*6/25/78	SERA Enduro	Tammany	Esson, La.
7/2/78	Mid Summer Enduro	Perry Mountain	Maplesville, Ala.
7/23/78	Fiesta Enduro	Five Flags	Pensacola, Fla.
*8/6/78	SERA Enduro	North Miss.	Oxford, Ms.
*8/20/78	SERA Enduro	Helena/Taint	Helena, Ark.
*9/3/78	SERA Enduro	Gulf Coast	Gulfport, Ms.
*9/17/78	SERA Enduro	Bayou Bikers	Greensburg, La.
*10/1/78	SERA Enduro	Trailmasters	Picayune, Ms.
10/8/78	Fall Enduro	Clanton	Clanton, Ala.
*10/15/78	SERA Enduro	Sweetwater	Mobile, Ala.
*10/29/78	SERA Enduro	Five Flags	Pensacola, Fla.
*11/12/78	SERA Enduro	Perry Mountain	Maplesville, Ala.

\*SERA Championship Series



**FOREWORD**

Welcome! The Southern Enduro Riders Association invites you to ride along with the most progressive organization of its kind in the USA. Our business is the sponsoring and promotion of off-road trail riding in the form of Enduro Competition, and we strive to do it well.

Several years ago its founders put together a few rules and standards to guide the clubs and riders. Through the persistent attitude of the officers and Club Council, a sophisticated, but easy to understand set of rules and standards were formulated and amended over the past few years. Suddenly the SERA has exploded into a giant in its field, recognized nationally for its innovative procedures and standards. Take a look at the schedule of events for 1978. It offers a diversity of events, conducted over every type of terrain imaginable. The classes have been expanded to enable any and all riders to compete in 15 different categories. Yes, we are bigger and better and have come a long way in a relatively short period of time.

The SERA member clubs and their members are responsible for making all this possible. We often wonder just what turns these people on to have a desire to put on an enduro event. Any of you who have lived through one of these experiences know what we mean. Following a hectic Sunday, most of the group swears they will never do it again. But less than a month later, they are already planning next year's event. The sacrifices are many, but the personal satisfaction of knowing that you have tirelessly contributed to your sport makes it all worth while. Thanks to these club members, we have experienced a definite improvement in the quality and quantity of enduro events in this area. We should count our blessings and reflect for a moment how fortunate we are to have the events and riding areas to do our thing. I would like to personally express my thanks and appreciation to the club members, the land owners, the National Forest Service, and the state and local officials for giving us the opportunity to participate in an SERA sponsored enduro. Thanks again!

Personally, I feel the SERA will continue to maintain its strength in the number of member clubs and the general quality of its events. Although we must continue to strive to improve our events, much of our attention must be directed toward the preservation and expansion of our present riding areas. As most of you know, if we continue to ride the same trails over and over it has a devastating effect on the terrain. Therefore, each club should make every effort necessary to allow the land to heal by developing new trails in new areas and doing our best to protect the land we are permitted to use.

Some of my personal objectives in 1978 are to advertise the SERA and create an understanding from the general public and the recognition of enduro competition and trail riding as a sport enjoyed by many level-headed individuals and their families. The public image which we project will weigh heavily upon the public's acceptance of this activity as a bonafied sport. This is one reason we are making it difficult for the unthinking rider to operate a noisy machine throughout the trails and forests of this area. We can control the rider's activities during our events, but his other off-road activities are a reflection on this sport and the general public associates all trail riders with the actions of a few. It is thus your responsibility to set examples and encourage all trail riders to quieten their bikes and conduct themselves in a manner conducive to the survival of this sport. We must get our act together, because if we don't, someone else will do it for us. I urge each of you to work in your particular area to develop new trails and riding areas and conduct yourself as if your sport's survival depended on it . . . IT DOES!

Sincerely,

Chris Sellars  
Chairman



**Chris & Dottie Sellars**  
Chairman & Points Steward

8875 Gov. Pleasant Dr.  
Baton Rouge, La. 70811  
504-357-6131



**Ronald T. Burks**  
AMA Congressman

3500 Hardy St., Apt. 18  
Hattiesburg, Miss. 39401  
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**DANNY REAGAN**  
Overall Grand Champion  
175 Honda

Danny Reagan, who hails from a little town in northernmost Mississippi, has won the Overall Grand Championship for 1977. Danny gave indications in 1976 that this was his goal, since he placed 4th overall and won the 200cc A Expert Class. In 1977, he proved that consistency pays off as he placed high enough in all the Points-Payer events to score 222½ points to claim the honor. Danny and his wife Ann, and their two children live in Nesbit, Mississippi. Danny is 31 years of age, a graduate of Miss. State U., and works in Memphis, Tenn. He has been riding bikes for the past 8 years, is an 'A' Rider, and has been active in the SERA for the past 4 years. He works actively in the SERA Club Council and is president of the North Mississippi Enduro Team.



**ALAN McDUFF**  
Second Overall and 250 A Class Winner  
250 Can Am

Alan McDuff is no stranger to the winner's circle, since he has proved over and over that he is one of the best riders in this area. He won the Overall Grand Championship Series in 1975 and 1976 and scored 221 points in 1977. Alan and his wife Suzie have one son and own and manage a motorcycle dealership in Arabi, La. Alan has been competing in National and local events for the past 8 years. He is a two-year District Winner, has two National Enduro wins and won two medals in ISDF Two-Day competition. Alan is 29 years of age, an Independent rider, and a four year member of the SERA.



**KENNY COCHRAN**  
Open A Expert Class Winner  
390 Husky

Kenny decided to get serious and get down to the no-nonsense business the latter half of the Series and came out winner in his class. His always smiling face has been around the Enduro circuit for a number of years. He has been racing for about 8 of his 31 years. Kenny, his wife Kaye, and their two children live in Shreveport, La. He earned his Masters Degree from Northwestern State University and earns his keep as a Physical Education Instructor and Coach. Ken is a member of the Dusty Wheels M/C Club and they will host their first SERA event this year.



**DAN RICHARDS**  
200cc A Expert Class Winner  
175 Honda

Dan Richards, like Danny Reagan, pilots one of those Hondas from arrow to arrow throughout the trails. He has had lots of experience since he started riding 27 years ago and has been a member of the AMA for 23 of those years. Dan is 31 and resides in Memphis with his wife Diana and their three children. He is a member of the North Miss. Enduro Team and is the club's referee.



**HOBO HARVISON**  
125 A Expert Class Winner  
125 Honda

Hobo is another newcomer to the winner's circle in 1977. He and his wife Meg and son live in one of the hot spots of motorcycling activity, Wiggins, Miss. Hobo has been racing for the past 5 years and has been a member of the SERA for 3 years. He is 23 years of age and represents the Masterlinks Enduro Team and is a member of the threesome that won the Team Championship.



**DIANE HOLIFIELD**  
Powder Puff Class Winner  
125 Yamaha

Miss Holifield claims honors in the Ladies Class for the 2nd year in a row. Diane is 17 and attends high school at West Jones High in Laurel, Miss. Her parents, Mr. and Mrs. C. E. Holifield are at all the events as Diane flies through the woods on her Yamaha. She has been riding since she was 12 and competes for and with the members of the Ridgerunners Enduro Team who will be hosting their first National Enduro this year.



**MANNY GARZA**  
Junior Class Winner  
125 Honda

Manny flew through the woods on his Honda four-stroker faster than any other Junior competitor and raced away with his class championship. When not riding the woods at Chipola or competing in SERA races, he attends Central High School in Baton Rouge, La. He is 16 years of age and has been riding for the past 4 years. Manny lives with his parents, Mr. and Mrs. Manual Garza. He is a member of the Louisiana Trailriders.



**MIKE BURGESS**  
Senior Class Winner  
125 Husky

Mike completely dominated his class in 1977 and placed 16th Overall in the Championship Series. Don't let this Senior Class, over 40 years of age, fool you because there were many "hot-shoe" A & B riders blown off the trails by this guy. Mike has been an AMA member 19 of his 24 years of motorcycling activity. Mike owns and manages a motorcycle dealership in Kenner, La. He has worked hard in SERA affairs since its beginning. When not on or around a bike, he likes to take his two kids fishing or sailing.



**JERRY WALTERS**  
Open B Class Winner  
400 Penton

Jerry is another newcomer who blasted his way through the woods to claim honors in the Open B Class. He is only 20 years of age and lives with his parents, Mr. and Mrs. Ragan Walters in Crystal Springs, Miss. Jerry is a student at Hinds Junior College in Jackson. He is a member of the newly organized Turkey Creek Enduro Team which will host their first SERA event this year.



**RONALD WALTERS**  
High Point B Rider and 250 B Class Winner  
250 Penton

This is probably the first time in SERA racing history when two brothers won Class Championships. Ronald not only won his class, but proved to be the best B Rider in the Series. He presently resides in Crystal Springs, Miss. with his wife and their little girl. Ronald has been riding for 6 years and is automatically promoted to A Rider with his High Point B Rider Championship. He also races for the Turkey Creek Enduro Team.



**GREGG KING**  
200 B Class Winner  
175 Can Am

Gregg has been racing enduro events for the past 5 years and in addition to winning the 200 B class, he has earned his A Rider card this year. He is 31 years of age, self employed, and lives in Wiggins, Miss. with his wife Jo Ann. He is a graduate of Petal High School and enjoys coin collecting when not competing in enduros on his Can Am.



**RONNIE "Bubba" JOHNSON**  
125 B Class Winner  
125 Honda

Bubba is not new to the SERA racing series, since his family has been actively connected with the SERA since 1975. His dad, Ronald Johnson, won the Senior Class in 1976 and his brother, Mike, placed 9th Overall in 1977. He is 20 years of age and lives with his parents, Mr. & Mrs. Ronald "Choctaw" Johnson in Laurel, Miss. He has been riding for 8 years and presently attends college at the University of Southern Miss. Bubba is a member of the Ridgerunners Enduro Team at Lorman, Miss.



**VERNON LaCOUR**  
100 B Class Winner  
100 Honda

Vernon is a newcomer to the SERA, having been a member for one year. In this short period of time, he set his sights on the 100 Class and ran away with it. Vernon is 25 and lives with his folks in Biloxi, Miss. and attends Delta State University. Vernon races for the Gulf Coast Sandblasters.



**HOBO**  
250 Husky

**JACK**  
Team Class Winners  
250 Husky

**CLARK**  
125 Honda

Clark, Jack and Hobo are the winning combination from the Masterlinks Enduro Team from Wiggins, Miss. This trio walked away with every Team Class that was available to them in 1977. Jack is 33 and resides with his wife, Mary Francis, and their two children in Wiggins. They have been very active and strong supporters of the SERA and helped put it all together. Clark is 20 and lives with his parents, Mr. and Mrs. James H. Easterling, in Wiggins, and is a student at Mississippi Gulf Junior College. He placed 4th overall and 2nd in the 250 A Expert Class this year.

## OFFICIAL RESULTS 1977 SEASON

### Overall Top 40

	Bike	Points Earned	Club Affiliation
1) Dan Reagan	Hon	A Rider 222 1/2	North Miss
2) Alan McDuff	Can Am	A Rider 221	Independent
3) Dan Richards	Hon	A Rider 215	North Miss.
4) Clark Easterling	Hus	A Rider 206	Masterlinks
5) Ronald Furks	Hus	A Rider 190 1/2	Independent
6) Jack Easterling	Hus	A Rider 177	Masterlinks
7) Hobo Harvison	Hon	A Rider 154	Masterlinks
8) Mike Johnson	Hon	A Rider 149	Ridgerunners
9) Kenny Cochran	Hus	A Rider 149	Dusty Wheels
10) Bill Price	Pen	A Rider 138	Turkey Creek
*11) Ronald Walters	Pen	B Rider 131	Turkey Creek
12) David Browning	Hon	A Rider 131	Bayou Bikers
13) Jerry Walters	Pen	B Rider 123	Turkey Creek
14) Ron Hendry	Hon	A Rider 111	Bayou Bikers
15) Ronnie Johnson	Hon	B Rider 109	Ridgerunners
16) Don Burgess	Hus	A Rider 106 1/2	New Orleans
17) David Murchie	Suz	B Rider 104	Bayou Bikers
18) Clark Grotina	Her	B Rider 98	New Orleans
19) Gregg King	Can Am	B Rider 92	Independent
20) Bobby Rigby	Can Am	A Rider 87	Turkey Creek
21) Kevin Taylor	Hus	A Rider 85	Masterlinks
22) Ellis Johnson	Hon	A Rider 85	Bayou Bikers
23) Jim Andries	Can Am	A Rider 81	Turkey Creek
24) George Butler	Hus	B Rider 78	Masterlinks
25) John Burgard	Hus	A Rider 72 1/2	Independent
26) Don Whittington	Rok	B Rider 71	New Orleans
27) Ronald McDonald	Hus	B Rider 71	Dusty Wheels
28) Dave Ferrato	Can Am	B Rider 68	Independent
29) Mike Myers	Suz	B Rider 66	Red Stick
30) Hal Moore	Hus	A Rider 64	Independent
31) Ray Melton	Pen	A Rider 63	Ridgerunners
32) Jerry Lampley	Hus	B Rider 56	Independent
33) Manny Garza	Hon	E Rider 55	La. Trailriders
34) Chris Rodemann	Rok	B Rider 55	New Orleans
35) Don Knight	Yam	A Rider 52	Taint
36) Gale Butler	Hon	B Rider 47	Turkey Creek
37) Brian Beavers	Pen	B Rider 46	La. Trailriders
38) Benny Black	Hon	B Rider 45	Masterlinks
39) Larry Woods	Hus	E Rider 44	New Orleans
40) Harry Viccinelli	Pen	B Rider 44	Independent

\*Ronald Walters - Overall 'B' Rider 11

### CLASS WINNERS

#### EXPERT CLASS

Name	Pts	Mach	Club
<b>0 - 125 Expert</b>			
1) Hobo Harvison	23	Hon	Masterlinks
2) Mike Johnson	20	Hon	Ridgerunners
3) David Browning	15	Hon	Bayou Bikers
4) Ellis Johnson	12	Hon	Bayou Bikers
5) Kevin Taylor	9	Hus	Masterlinks
<b>126 - 200 Expert</b>			
1) Dan Richards	23	Hon	N.M.E.T.
2) Ron Hendry	9	Hon	Bayou Bikers
3) Jim Andries	9	C-A	Turkey Creek
4) Bill Price	6	Pen	Turkey Creek
5) Tim Brouillette	3	Hus	Bayou Bikers
<b>201 - 250 Expert</b>			
1) Alan McDuff	24	Hus	Masterlinks
2) Clark Easterling	20	Hus	Masterlinks
3) Ronald Burks	19	Hus	Independent
4) Jack Easterling	16	Hus	Masterlinks
5) Mike Myers	5	Suz	Red Stick
<b>251 - Open Expert</b>			
1) Kenny Cochran	20	Hus	Dusty Wheels
2) Robert Rigby	15	C-A	Turkey Creek
3) John Burgard	14	Hus	Independent
4) Don Knight	11	Yam	Taint
5) Bill Price	10	Pen	Turkey Creek

#### REGULAR CLASSES

<b>0-100 B</b>			
1) Vernon LaCour	24	Hon	Gulf Coast
2) David McKeithen	13	Suz	La. Trailriders
3) Blake Alexander	11	Pen	Independent
4) Mike Gary	6	Hon	Independent
5) Don Artieta	5	Suz	Bayou Bikers
<b>101 - 125 B</b>			
1) Ronnie Johnson	20	Hon	Ridgerunners
2) Benny Plack	20	Hon	Masterlinks

3) David Murchie	4	Suz	Bayou Bikers
4) Gary Fitzmorris	4	Hon	Independent
5) Tom Roy	3	Hon	La. Trailriders

#### 126 - 200 B

1) Gregg King	18	C-A	Independent
2) Clark Gristina	20	Hur	N.O.E.A.
3) Gale Butler	11	Hon	Turkey Creek
4) Doug McKee	11	Pen	Independent
5) Ernie Asken	6	Yam	Independent

#### 201 - 250 B

1) Ron Walters	19	Pen	Turkey Creek
2) David Murchie	16	Suz	Bayou Bikers
3) Dave Ferrato	12	C-A	Independent
4) George Butler	8	Hus	Masterlinks
5) Ron McDonald	8	Hus	Dusty Wheels

#### 251 - Open B

1) Jerry Walters	20	Pen	Turkey Creek
2) Jerry Lampley	11	Hus	Gulf Coast
3) Chris Rodemann	9	Rok	N.O.E.A.
4) Don Whittington	8	Rok	N.O.E.A.
5) Ronald Hagin	7	Hus	Gulf Coast

### SPECIAL CLASSES

#### SENIOR CLASS

1) Don Burgess	30	Hus	N.O.E.A.
2) Gary Clayton	8	Hus	N.M.E.T.
3) Marvin Gove	5	Bul	Independent
4) Dennis Willingham	5	Hus	Independent
5) Basil Butler	4	Suz	Independent

#### JUNIOR CLASS

1) Manny Garza	22	Hon	La. Trailriders
2) Larry Woods	16	Hus	N.O.E.A.
3) Jay Venable	13	Hon	La. Trailriders
4) Gary Whittington	12	Yam	N.O.E.A.
5) Mark Rogers	6	Hon	Gulf Coast



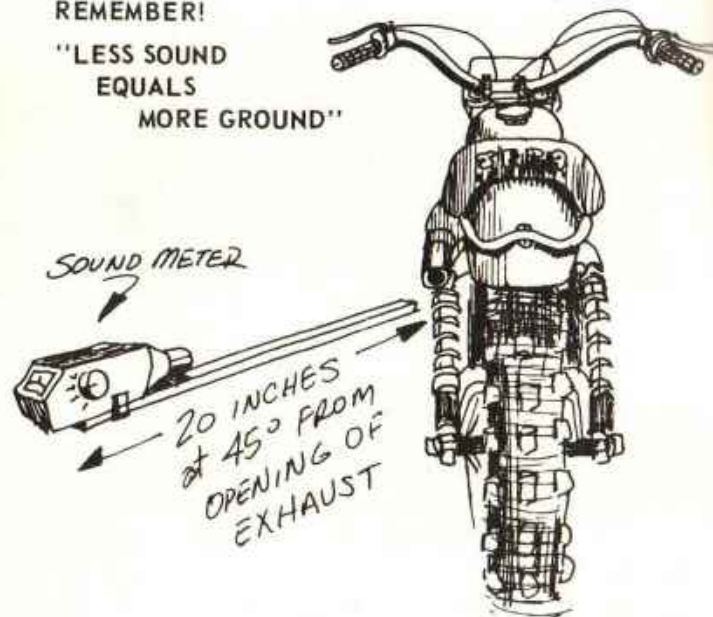
### POWDER PUFF CLASS

1) Diane Holifield	25	Yam	Ridgerunners
2) Jackie Harrell	20	Yam	La. Trailriders
3) Carol Johnston	9	Hon	N.O.E.A.
4) Susanne Simpson	6	Hon	Gulf Coast
5) Bettie Pinney	6	Hon	Gulf Coast

### TEAM CLASS

1) Jack Easterling	Hus	Masterlinks
2) Hobo Harvison	Hon	Masterlinks
3) Clark Easterling	Hus	Masterlinks

REMEMBER!  
"LESS SOUND  
EQUALS  
MORE GROUND"



### THE SOUTHERN ENDURO RIDERS ASSOCIATION

#### PURPOSE

The purpose of the Southern Enduro Riders Association is the promotion and standardization of enduro competition in District 19 of the American Motorcycle Association. A point accumulation system will allow riders to compete for the Overall Grand Championship as well as individual class winners. The events year shall be climaxed by an Awards Banquet for the purpose of recognizing and awarding prizes to the winners.

#### ORGANIZATION

The organization of the Southern Enduro Riders Association will consist of member American Motorcycle Association clubs of District 19. The governing body of the Association will consist of two (2) representatives from each member club. The Club Council shall meet at least twice annually for the purpose of agenda, rule additions-deletions and/or changes, and to conduct any matter of general business that may be appropriately handled by the Club Council. The Club Council shall be the final authority for the purposes of conducting and regulating the affairs of the Association.

#### FINANCIAL

There will be dues in the amount of five dollars (\$5.00) assessed for individual membership in the Association. Each member club, acting in the interest of the Association, shall include in its enduro entry fee a one dollar (\$1.00) assessment for each entry, and forward these fees to the Points Steward as soon as possible, but not more than 10 days following each event. All revenues derived will be used to cover expenses of the Association and to finance the Awards Banquet at the year's end. The Association Chairman or his delegate shall provide a complete financial report at the two annual meetings.

#### CHAMPIONSHIP RECOGNITION

All members of the Southern Enduro Riders Association shall be eligible to compete in the Championship Series and earn points at the designated Points-Paying event. These points shall be totaled at the end of the year to determine the Overall Grand Champion and individual class winners. An Awards Banquet shall be held at alternate locations selected by the Club Council for the purpose of celebrating the year's events and awarding prizes.

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## I. CLUB AFFILIATIONS

### A. American Motorcycle Association

1. All SERA member clubs are required to be Chartered and Sanctioned by the AMA.
2. All SERA member clubs are members of the AMA District 19 Club Council, Trail Rider Division.

Rules and regulations set forth by the Club Council of the SERA have been made to suit the needs of this area and take preference over AMA rules, but do not necessarily contradict those rules. Refer to the AMA Amateur and Semi-Professional Competition Book for rules not covered in the SERA Guidebook.

### B. Club Qualifications

1. All SERA member clubs will display on their mailouts the SERA Points-Paying Event symbol showing that they are sponsoring such an event. Only those agreeing to abide by the SERA supplemental rules and the AMA rules will be allowed to sponsor SERA events. Failure of any organization to use or enforce the rules set forth by the Club Council will result in the loss of Points-Paying status for that organization or any other events that they wish to sponsor in the future. Any club sponsoring an enduro that is withdrawn from the SERA, for any reason, must be approved by the Club Council before re-entry into the circuit schedule is permitted.
2. Any new club wanting to sponsor an SERA Points-Payer will first sponsor a qualifier event to show aptness and ability for enduro sponsorship, unless special exceptions are made and approved by the Club Council.
3. Club members of a club sponsoring an enduro may not ride their own event since they would have an unfair advantage over other riders.
4. Enduros may not be scheduled on consecutive weekends by a sponsoring club unless otherwise approved by the Club Council.
5. The enduro season is hereby limited to the months

beginning with February and ending with November, December and January are set aside for the Organizational Meetings and Awards Banquet.

6. The SERA Guideline Handbook is provided to all members, affiliated clubs, and the AMA.

## II. RIDER AFFILIATIONS

### A. American Motorcycle Association

1. All riders participating in an SERA sponsored enduro must be an active, paid-up member of the AMA, and have an AMA card in his possession, unless special arrangements have been made and approved by the Club Council. Any rider who has not received his AMA card, but has applied for it, may ride in the event if he has a receipt such as a Money Order, cancelled check, or evidence from one of the SERA member clubs showing that he has legitimately applied for AMA membership. A rider may obtain AMA membership applications from any SERA member club, the SERA Chairman, or by writing directly to the American Motorcycle Association, P. O. Box 141, Westerville, Ohio 43081.

2. Failure of individual riders to abide by the policies of the SERA or AMA could result in immediate disqualification from that event as well as possible disqualification from the rest of the SERA events for the remainder of the year.

### B. SERA Rider Membership & Circuit Fees

1. All riders wishing to compete for the Championship must be an active member of the SERA. There will be dues in the amount of \$5.00 assessed for individual membership in the Association. Entry forms may be obtained from the Chairman or any sponsoring club.
2. The SERA circuit fee per rider is \$1.00 per rider per event and is to be included in the sponsoring club's entry fee. The sponsoring club is to act in the interest of the SERA and to collect this fee from **each and every entry** regardless of class.

### C. Classification of Class 'A' and 'B' Riders

1. In all SERA sponsored events, riders shall be classified as 'A' riders and 'B' riders. Individual classes shall be provided for the 'A' and 'B' riders whereas they will not compete with each other.
2. Advancement from 'B' rider to 'A' rider will be handled by the AMA through the sponsoring clubs and the SERA Chairman. Advancement will be made as soon as the 'B' rider accumulates 100 points.
3. A 'B' rider may at any time elect to advance himself to class 'A' after which he must ride in and continue to ride in class 'A' only.
4. An 'A' rider may not reclassify himself as a 'B' rider at any time.
5. The Highpoint or Overall 'B' rider at the end of the year will immediately and automatically be advanced to Class 'A' by the AMA/SERA.

### D. Classes

#### 1. Classes Are:

A Class	B Class	Special Class
AA-Open	0-100CC	C-Beginner
0-125CC	101-125CC	Powder Puff
126-200CC	126-200CC	Junior
201-250CC	201-250CC	Senior
251-Open	251-Open	Super-Senior

#### 2. Class Definitions

- a. AA Class - This class is open to any rider (A or B) on a voluntary basis, who would compete only for the Overall position at each event. Once the rider has elected to compete in this class, he must remain in that class for the entire year.
- b. A Class - This class shall consist of any rider who has been advanced from the B rider classification by the AMA through the accumulation of 100 B rider points, or who has elected to advance himself, through the AMA, on a voluntary basis.

are:

Pre-Entry \$10.00  
Post-Entry \$12.00

2. Pre-entry shall be defined as any entry received by the host club before the official entry tables open the weekend of the event. Post-entry will start on Saturday at 12:00 noon when the entry tables are opened.
3. All entry forms must be complete and accompanied by the proper entry fee. Any rider defaulting on payment of entry fee shall be disqualified from SERA competition until payment is made.

#### IV. CAMPGROUND REGULATIONS

##### A. Noise Control

1. There will be quiet hours in all SERA campgrounds from 9 p.m. until 6 a.m. No bikes should be cranked or ridden during this time. The 9 til 6 period also applied to loud and offending behavior on the part of the campers. Foul and abusive language and/or unsportsmanship-like conduct at any point could result in disqualification from that event and future SERA events.
2. Rider disqualification will be up to the officials of the sponsoring club, but each person in any SERA club will be responsible for helping enforce campground controls even when in another club's campground.
3. There will be no pit racing or unnecessary motorcycle operation. Pit racing will be treated as a major offense against the camp and could result in permanent disqualification from all SERA events.
4. The SERA Club Council strongly recommends that you please do not litter the campgrounds as well as any other areas that you go during the event.
5. The SERA Club Council requires that the sponsoring club supply one sanitary toilet facility for approximately every 100 participants.

#### V. EQUIPMENT

##### A. Sound Testing

1. Contestants will be required to have a properly secured muffler or silencer and pass the required SERA sound test and mechanical check. All bikes will be checked by a special **Sound Team** appointed by the SERA Chairman and approved by the Club Council. The **Sound Team** will have sole responsibility of setting up and manning the Official SERA Sound Test at each SERA sponsored enduro during the period of their tenure (one year). No muffler or silencer shall emit a noise louder than 108 db for all two cycle engines and 110 db for all four cycle engines at a 20 inch distance and 45 degrees to the end of the muffler, when checked with a decimeter. The **Sound Team** may recheck any bike suspected of illegal muffler alterations and disqualify the bike if too noisy. A new procedure has been adopted by the Club Council which will permit quiet bikes, whose sound level is below 104 db, to maintain a permanent yearly Sound Test approval sticker. Starting July 1, 1978, all bikes will be required to be equipped with a proper spark arrestor muffler to lessen the ever present hazard of fires caused by open or straight thru mufflers.

##### B. Engine Classification

1. Classification will be made according to manufacturer's piston displacement specification for the make of motorcycle and/or engine. Displacement may be increased to the maximum allowable for that class.
2. All riders must ride in the class in which they are signed up. If caught riding in the wrong class, a rider is subject to disqualification for that event and suspension from all SERA events.
3. Any rider refusing to permit the examination of a motorcycle which is protested shall forfeit all prizes won in the event of that day and shall be suspended from participation in future SERA events. The SERA follows the protest procedure as set up in the AMA Rule Book.

## VI. RIDERS MEETING

### A. General Information

1. The Rider's Meeting will be held by the host club one hour before the first rider is due to leave the starting line.
2. There will be no running motorcycles allowed at or near the riders meeting.
3. Exact mileage distance to the gas stop will be announced at or prior to the riders meeting.
4. There will be no more than five (5) riders to start per minute at all SERA events.
5. Key time will be adequately given to the riders at the meeting.
6. Any changes such as mile-per-average speed changes or mileage adjustments will be announced at the meeting.
7. The tie-breaker check **will not be revealed** at the riders meeting.

## VII. TRAIL MARKING

### A. Starting Line

1. Each bike will be checked visually at/or before the starting line to determine if the muffler has been altered since the db test. Club officials may retain a rider from starting if the bike is in question.
2. Each rider will have his mylar punched before he is allowed to start.
3. Flip cards will be used to start the riders and the key time clock available for rider viewing.
4. The first rider will leave the starting line on the 'O' minute.
5. The start of each enduro will be a dead engine start to avoid unusual amounts of noise and confusion.

6. All riders must comply with local and state laws, ordinances, regulations, and speed limits in the particular area where the enduro event is taking place.

7. Riders may assist each other during and/or on any part of the enduro course. Towing, switching of bikes, or any organized road repair and service, to illegally assist the rider, is prohibited and violation will result in disqualification from that and all SERA events. Each sponsoring club will provide a "cleanup crew" to assist riders who are broken down and unable to continue unassisted.

### B. The Trail

1. Trail marking for all SERA enduros will consist of solid color arrows on a standard 5' x 8' card. The color of the arrows shall be up to the host club. The SERA recommends use of a color which is most visible for that particular time of year, considering the geographical location and natural growth.
2. The course must be clearly and properly marked by the sponsoring club. The only markers visible to the rider shall be those markers that constitute part of the course being ridden in the enduro. Where a dangerous condition exists, danger markers should be posted far enough in advance of the hazard to allow the fastest riders sufficient warning to stop. It is recommended that the host club not use different color trail arrows to avoid confusion along the trail. All host clubs should retrieve all course markers within two weeks following the conclusion of the event, or abide by whatever local regulations call for.
3. Any SERA member who defaces, changes or destroys markers, or causes the same to be done, shall be permanently suspended from the SERA and disqualified from that event and all future SERA sponsored events. A member of the promoting club must proceed over the course ahead of the first rider to see that all markers are posted.
4. When laying out the enduro trail, the host club should

compute the mileage on one speedometer which is deemed most accurate.

5. Turn-marking (major turns) will be designed by:
  - ... one arrow prior to a turn pointed downward indicating a turn, with another arrow pointed in the direction of the turn.
  - ... two arrows signifying the turn.
  - ... one arrow after the turn.
6. All clubs shall post 5-mile markers, one on each side of the trail. The 5-mile markers will be constructed of a standard 9" pie-plate with Red numeral on a White background.
7. In addition to the 5-mile markers, all clubs shall post mileage markers at all major or significant turns in the trail. The mileage markers will be computed and expressed in miles and tenths of a mile.

## VIII. CHECKPOINTS

### A. General

1. All checkpoints will be located on the even minute, and must be calibrated from the last mileage marker nearest that particular check.
2. The purpose of a check is to evaluate the rider. An enduro is a meet where speed is not always the determining factor and where a time schedule has to be maintained. All clubs are urged to eliminate the "luck" factor and encourage the rider to "ride on time."
3. Spotchecks, observations, or visuals may be established and located on any part of the course by the sponsoring club. When used, the punch system of marking the mylar is recommended.
4. There will be a flip-card scoring procedure at all checks. The flip-card will be strategically placed at a 90 degree angle to the trail so that the rider may view the flip-card only after he has crossed the scoring line.

5. Mileage and keytimes shall be posted and visible to the rider at all timed checkpoints.
6. The sponsoring club will provide permanent, waterproof pens to record scores on the mylar.
7. The sponsoring club will provide an efficient backup scoring system at each check. The backup system is used in case the rider loses his scorecard, the scorecard becomes unreadable, or in case there is a question in the rider's score.
8. It is the rider's responsibility to have his mylar at each checkpoint and finish the event with it in his possession. If a rider should lose his mylar, and he wishes to have his score figured, the sponsoring club must use the backup system to compute the score. A penalty of 10% of his points lost will be assessed against the rider with a minimum of one point and any fractional points will be rounded off to the next highest whole number.
9. All scorecards will be picked up from the rider immediately upon his finishing the event. Each rider will be requested to initial his scorecard to signify his approval. Any rider caught altering or changing the entered time or entering his own time will be immediately disqualified from that event and future SERA sponsored events.

### B. Checking Stations

1. Checking Stations will display the key time and accumulated mileage to the check.
2. Checking stations will use the following flags which should measure at least 18" square and be diagonally separated:
  - a. Secret Checks ..... Red & White
  - b. Emergency Checks ..... Green & White  
Red & White
  - c. Known Controls ..... Yellow Flag
  - d. Observation Checks ..... White Flag

3. A rider shall be timed as having reached a checkpoint when such rider enters the checkpoint proper at the instant his front wheel shall have arrived opposite the flag.
4. A rider may break forward momentum and slow ride into the check as long as he continues forward motion, in a straight path, and does not put one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path. Slowing or placing foot on ground to avoid sliding out shall not be deemed as reason for taking a rider's time if none of the other conditions exist. Any rider who stops within sight of the checkpoint officials for any reason to avoid being scored, shall be timed the instant he stops forward motion. Checkpoint personnel should use discretion and good judgement in timing the rider, but in cases of protest or question, the decision of the Checkpoint Captain and/or Club Referee will be final.
5. The SERA recommends that all clubs use computer type checkpoint clocks. These clocks and/or other accurate time-keeping devices used by the sponsoring club shall be checked and retained, while still running, following the event in a location to be readily available in case of protests.
6. At all checks, riders will be penalized 1 point for every minute late up to 60 minutes and 59 seconds at which time the rider will be disqualified.
7. At all checks, riders will be penalized two (2) points for the first minute early and five (5) points for each additional minute early up to fifteen (15) minutes early at which time the rider will be disqualified.
8. The total score of a rider shall be based on all checkpoints up to and including the last legal timed checkpoint reached. The checkpoint at which the rider is disqualified shall not be considered in the scoring.
9. All checking stations shall be opened thirty minutes before the due time of the first rider, and shall remain open until one hour and 59 seconds after the last rider shall have been due to arrive and depart that check.

10. The starter's time shall be official. If any timing device is found to be inaccurate by 10 seconds or more, or if any timing device fails, such checking station shall be considered an observation check only.

#### C. Unknown Checks

1. No unknown checkpoint will be located within 2 miles before or 3 miles following known controls for all SERA events under 100 miles in length.
2. The **secret check** is the unknown check at which the rider's time is recorded upon arrival in whole minutes only. The mileage at any secret check must be computed from the last known control or mileage marker in whole tenths, and the time thereto must be computed to a whole minute.
3. The **emergency** or **tie-breaker** check is designed to break ties should they occur. There will be at least one (1) **tie-breaker** check in all SERA sponsored events. The rider's time will be recorded in minutes and seconds (or one-hundredth of a minute) upon his arrival at the **tie-breaker** check. The following procedure shall be used to break a tied score:
  - a. The winner would be the rider who dropped the least number of points at the **tie-breaker** check. If more than one **tie-breaker** check is used, the total number of points lost at both checks will be used to determine the winner of the tied score. In case a tie still exists, the **tie-breaker** check closest to the end of the meet shall be used to break the tie.
  - b. If both riders "O" the **tie-breaker** check, the seconds must now be used. A perfect score would be a "0" score with the seconds falling on the half-minute (30 seconds). Therefore, the rider would win whose seconds fell closest to the half-minute, no matter which side of the half-minute the reading actually occurs.
  - c. If both riders "O" the **tie-breaker** check and also tie on the seconds (on the 30 second mark or on equal

sides of this mark), the seconds cannot be used. In this case, the rider with the best score at the first check is the winner. If they are still tied, then go to the 2nd, 3rd, etc. until the tie is broken.

- d. If neither rider zeros the tie breaker, the rider riding closest to his minute is the winner. An early arrival automatically loses to a late arrival, regardless of the points lost at the check.

Should every method available not break a tied score, each rider will receive the same number of points for tally in the Championship Series. The use of the flip of the coin can be used to determine only the winner of the trophy, not who received points for that position.

## IX. GAS STOP

### A. General

1. Exact mileage distance to gas stops shall be announced by the sponsoring club prior to the event.
2. The host club should position the gas stop approximately mid-way of the enduro course. But there must be at least one gas stop per each 55 miles.
3. All gas containers must be made of metal. No plastic or glass containers will be permitted.
4. No pit crews, spectators, or families of riders will be allowed to be at any SERA sponsored gas stops. This is due to a growing concern over the safe conduct of riders and families at the gas stops because of the ever present possibilities of fires and explosions from gasoline containers and the motorcycles.
5. The sponsoring club will provide officials to assist the riders in refueling. The extra rider's number provided in the packet will enable the gas cans to be placed in rows labeled in such a way as to be helpful to the rider when he arrives at the gas stops.
6. Absolutely "No Smoking" will be allowed at the gas stop

area. The sponsoring club will provide fire extinguishers for the officials to use as needed. A first aid kit is also recommended to be made available.

7. All motorcycles shall be **stopped and shut off** during all refueling procedures by the riders before attempting to refuel his bike. Gasing must be done only at the official gas stop.
8. A strict 5 mph speed limit will be enforced in the gas stop area.
9. Refusal to comply with the above regulations could result in the riders disqualification from that event.

## X. SCORING

### A. Championship Series

1. Points toward the Championship Series of the Southern Enduro Riders Association will be limited to SERA members in good standing only.
2. The following points will be awarded on a basis of finishing positions at all Points-Paying events during the enduro season:

1st Overall .40 Pts.	21st Overall .20 Pts.
2nd .....39	22nd .....19
3rd .....38	23rd .....18
4th .....37	24th .....17
5th .....36	25th .....16
6th .....35	26th .....15
7th .....34	27th .....14
8th .....33	28th .....13
9th .....32	29th .....12
10th .....31	30th .....11
11th .....30	31st .....10
12th .....29	32nd .....9
13th .....28	33rd .....8
14th .....27	34th .....7
15th .....26	35th .....6
16th .....25	36th .....5
17th .....24	37th .....4
18th .....23	38th .....3
19th .....22	39th .....2
20th .....21	40th .....1



3. Should there be a tie in the Overall or Class positions after all points are tallied, the winner of the tie(s) is the rider who has the most event 1st places. If a tie still exists, the tie will be broken by the most event 2nd, 3rd, 4th, etc., places. There can be only one person in each Overall position as well as one person in each Class position.
4. There will be points paid to the winners in each of the classes, but those points will count **only for Class placement**, and not for the Overall positions. Only Overall points as listed above will count toward the overall positions listed with the Points Steward. There will be **no class bonus points** in the overall standings.
5. Class positions will be determined by points acquired through class finish positions at each Points-Paying event on the rider's choice sheet. Class points will be paid as follows:

1st place	.....5 pts.
2nd	.....4
3rd	.....3
4th	.....2
5th	.....1

6. A rider can acquire points in different classes by riding a different bike, but cannot transfer points from one class to another. All points counted toward one class must remain in that class.
7. When a 'B' rider has accumulated 100 points and is advanced to the 'A' rider class, he will retain those points won in the 'B' class, but from that point on will accumulate no more 'B' rider points and will compete in the 'A' rider class.

#### B. 'B' Rider Advancement

##### 1. General

- a. Advancement from 'B' rider to 'A' rider will be made by the AMA immediately after the 'B' rider accumulates 100 points. Points are awarded on the

basis of the number of 'B' riders who have entered the event as follows:

FINISH (200 or less 'B' riders entered)	FINISH (more than 200 'B' riders entered)	PTS
1st	1st & 2nd	20
2nd	3rd & 4th	19
3rd	5th & 6th	18
4th	7th & 8th	17
5th	9th & 10th	16
6th	11th & 12th	15
7th	13th & 14th	14
8th	15th & 16th	13
9th	17th & 18th	12
10th	19th & 20th	11
11th	21st & 22nd	10
12th	23rd & 24th	9
13th	25th & 26th	8
14th	27th & 28th	7
15th	29th & 30th	6
16th	31st & 32nd	5
17th	33rd & 34th	4
18th	35th & 36th	3
19th	37th & 38th	2
20th	39th & 40th	1

- b. The first place finisher in each class shall receive five (5) additional points toward 'B' rider advancement.
- c. The SERA Chairman/Points Steward will provide scoring forms (Referee Report) to the participating member clubs. Forms are to be used for the purpose of accumulation of scores and should be forwarded to the Points Steward within ten (10) days of the final results of the enduro. The Referee Report will be forwarded to the AMA by the Points Steward following the recording of scores.

## XI. TROPHIES

- A. The number of trophies awarded in each class shall be determined by a percentage factor based on pre-entries at the day of the drawing for starting positions. The number of trophies awarded shall be twenty (20) percent of the total drawn per class, with a maximum of ten (10) trophies or a minimum of three (3) trophies per class, whichever is greater. It is recommended that all riders get their entry forms in for the drawing, since the total number of trophies to be awarded is determined by the number of pre-entries calculated on a percentage basis. In addition, the clubs need adequate time to determine the number of trophies needed for trophy dealer purposes.
- B. It will take a total of six (6) riders to make a class. If this minimum number per class is not available, the class will be cancelled and the riders moved to the nearest available class. Should this occur, a rider's class points will be determined by his finishing position in the class in which he was moved, based on his finishing position in that class. The cancellation clause does not apply to the special classes such as Junior, Senior, or Powder Puff.
- C. The enduro results will be posted by the host club thirty (30) minutes prior to the trophy award presentation to allow proper time for protests and/or questions. The results will be final after the thirty minute period has elapsed from the time that the results are posted.

## XII. PROTESTS

- A. Each SERA member club will appoint a Referee who will be present at his club's enduro and be available at all times to act upon protests and/or other matters that might be appropriately handled by a person in this capacity. He shall be the principal officer of any meet and shall act as general supervisor of all affairs but shall not attempt to carry out the duties of any other official of the event.
- B. Any rider competing in an SERA event may make a

protest to the Referee regarding any matter relating to the event. The referee shall render all decisions on protests as soon as possible. See the AMA Rule Book for further information concerning protests.

## XIII. SPECIAL APPEALS

- A. If the decision of the Referee on any protest is not satisfactory, a special appeal may be made by the protesting party(s). Such an appeal must be in writing and filed with the SERA Chairman within 72 hours after such decision has been made, and shall be accompanied by a \$10.00 fee. Any special appeal shall be heard by the Appeals Committee appointed by the Club Council. This Committee shall consist of the SERA Chairman, the District 19 AMA President and the District 19 Trail Rider Division AMA Congressman. Their decision will be rendered within 30 days.

## XIV. OFFICIAL RESULTS

- A. SERA Official Results Form  
Within ten (10) days following the event, the sponsoring club's Referee will compile the results of the event, record this data on the SERA Official Results Form, and send to the SERA Points Steward. This form will consist of the Top 40 finishing positions and the individual 1st thru 5th class positions. This form will include the rider's full name, official score, SERA no., and AMA no. The Points Steward will record this data and have official standings posted at each subsequent event and have the results available upon request.
- B. AMA Official Results Form (Referee Report)
  1. Within ten (10) days following each event, the sponsoring club's Referee will compile the results of the event, record this data on the AMA Referee Report and send to the SERA Points Steward. This form will consist of the following data:
    - a. Over 200 'B' Riders entered:
      1. List the Top 40 'B' riders
      2. List the Top 20 'A' riders

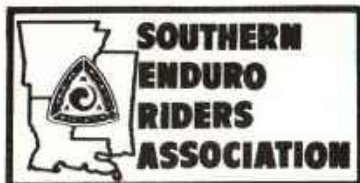
b. Under 200 'B' Riders entered:

1. List the Top 20 'B' riders
2. List the Top 20 'A' riders

Send both forms to the SERA Points Steward. The AMA Referee Report will be forwarded to the AMA.

#### XV. ADVERTISEMENTS

- A. This Guideline Rule Book is made possible to a great extent by the financial assistance of the Dealers in District 19. The following dealers listed in alphabetical order, are solidly behind the Southern Enduro Riders Association, and have purchased the following ads to help make this book possible. Let's give them the support and patronage they so richly deserve.



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## THE CLUBS

### In Alphabetical Order

- Bayou Bikers Enduro Team** ..... Conrad Brown, President  
P. O. Box 2501, Baton Rouge, La. 70821 ..... (504-356-2009)
- Bulldog Racing Team** ..... Bobby Reagan, President  
P. O. Box 1645, Miss. State, Ms. 39762 ..... (601-323-0591)
- Clanton Track & Trail** ..... Jim Conerly, President  
114 Martha St., Clanton, Ala. 35045 ..... (205-775-3808)
- Dusty Wheels M/C Club** ..... Robert Bryant, President  
P. O. Box 7562, Shreveport, La. 71107 ..... (318-636-0980)
- Five Flags Enduro Club** ..... Jack Dasinger, President  
P. O. Box 17702, Pensacola, Fla. 32522 ..... (904-433-8943)
- Gulf Coast Sandblasters** ..... Robert Rockco, President  
P. O. Box 6381 HBS, Gulfport, Ms. 39501 ..... (601-832-5511)
- Helena Enduro Team** ..... Gere Carnathan, President  
P. O. Box 155, Oneida, Ark. 72369 ..... (501-338-6289)
- Louisiana Trailriders** ..... Bob Miller, President  
P. O. Box 15821, Baton Rouge, La. 70895 ..... (504-293-0147)
- Masterlinks Enduro Team** ..... Mary F. Easterling, President  
P. O. Box 65, Wiggins, Ms. 39577 ..... (601-928-4811)
- New Orleans Enduro Assn.** ..... Chris Rodemann, President  
2417 Michigan Ave., Metairie, La. 70003 ..... (504-738-9229)
- North Miss. Enduro Team** ..... Danny Reagan, President  
1002 Victoria Dr., Nesbit, Ms. 38651 ..... (601-368-9974)
- Perry Mountain M/C Club** ..... Tommy Seales, President  
P. O. Box 1, Maplesville, Ala. 36750 ..... (205-366-2682)
- Ridgerunners Enduro Team** ..... Ronald Johnson, President  
490 S. 14th Ave., Laurel, Ms. 39440 ..... (601-428-0146)
- Sweetwater Sandblasters** ..... Jerry Peavy, President  
Rt. 3, Box 314 C, Mobile, Ala. 36608 ..... (205-649-3241)
- Taint Enduro Team** ..... Bill Ratliff, President  
405 S. 1st Ave., Cleveland, Ms. 38732 ..... (601-843-3570)
- Tammany Enduro Club** ..... Curtis Crawford, President  
309 Hwy. 11 South, Covington, La. 70433 ..... (504-892-8994)
- Trailmasters Enduro Club** ..... Gary Jones, President  
309 Hwy. 11 South, Picayune, Ms. 39466 ..... (601-798-8493)
- Turkey Creek Enduro Team** ..... Jim Andries, President  
P. O. Box 3229, Jackson, Ms. 39207 ..... (601-857-8197)
- Wheelies M/C Club** ..... Bruce Kozart, President  
Rt. 1, Box 158, Percy, Ark. 71964 ..... (501-767-6646)