

Southern Enduro
Riders Association



1985 Guideline Handbook

1985 SCHEDULE OF EVENTS

Date	Club Hosting Event	Location
3-10-85	*N.O.E.A.	Bonner Creek, LA
4-14-85	*Skuna River	Bruce, MS
4-28-85	*Turkey Creek	Florence, MS
5-12-85	*Ridge Runners	Meridian, MS
5-26-85	*Dusty Wheels (Regional)	Saline, LA
6-09-85	*Louisiana Trail Riders	Greensburg, LA
6-23-85	*Perry Mountain	Maplesville, AL
8-11-85	*Central Mississippi Enduro Team	Goodman, MS
9-01-85	*Gulfcoast Sandblasters	Gulfport, MA
10-13-85	*Acadiana Dirt Riders	Lafayette, LA
11-03-85	N.O.E.A. (Women & Children) Perry Mountain (Gobbler Enduro)	Bonner Creek, LA Maplesville, AL

*SERA Point Payer

FOREWORD

WELCOME! The Southern Enduro Riders Association invites you to ride along with the most progressive organization of its kind in the South. Our business is the sponsoring and promotion of enduro competition, and we strive to do it well.

SERA is beginning its eleventh season and that is something of which we can all be proud. Our 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 was formulated and amended over the past few years. SERA has become nationally known for their innovative procedures and standards. The SERA member clubs and their members are responsible for making all this possible.

I would like to personally express my thanks and appreciation to club members, the land owners, the National Forest Service and the state and local officials for giving us the opportunity to participate in a SERA sponsored enduro.

GOOD LUCK IN 1985!!

DENNIS WILLINGHAM
SERA CHAIRMAN



DENNIS WILLINGHAM
S.E.R.A. CHAIRMAN
437 N. Market
Shreveport, LA 71107
Phone (318) 797-2612



JIMMY TAYLOR
SEC. — TREASURER
359 Leo St.
Shreveport, LA 71105
Home Ph. (318) 861-4604



NORMAN GAUTHREAU
POINTS STEWARD
217 Willowbrook Dr.
Gretna, LA 70053
Phone (504) 394-2049



REID THORNE
Junior Congressman
Box 295
Boodman, MS 39079
Phone (601) 472-2500
Office (601) 472-2531



ROBERT ROCKCO
Senior Congressman
Rt. 5, 105 Chipwood Circle
Gulfport, MS 39503
(601)832-2407



KERRY MACKENROTH
Sound Team Coordinator
P.O. Box 1249S
Lacombe, LA 70445
(504) 882-3107



DON KNIGHT
Rules Committee Chairman
1203 Sunflower Road
Cleveland, MS 38732
Phone (601) 843-3251

CLASS REPRESENTATIVES



DAVID JORDAN
AA CLASS REP.
4938 Hanging Oak
Jackson, MS 39212



LEWIS E. WHATLEY
A CLASS REP.
Rt. 1 Box 49A
Dres, MS
601-745-8793



DAVID JACKSON
B CLASS REP.
Hwy. 25 S. Lewis Trlr. Pk. No. 6
Starkville, MS 39759
601-323-0897



H. T. STUBBS, JR.
C CLASS REP.
Rt. 2, Box 44
Dickens, MS
601-468-2597



CHARLES (Chuck) WOODS
SPECIAL CLASSES REP.
111 Avenue A
Belle Chase, LA 70037
Phone (504) 393-2174
Office (504) 393-1593



JIM CREECH
INDEPENDENT REP.
19 Temple Ave.
Fort Walton Beach, FL 32548
904-863-2345



GARY JOHNSTON
Overall Grand Champion

This year's Overall Winner is Gary Johnston from Laurel, Mississippi. Gary is 27 years old and is the owner/manager of Suzuki, KTM, Husky of Laurel.

He has been a member of AMA for 8 years and of SERA for 4 years.

After deciding to get serious about racing, Gary set his sights on the SERA Championship, the National Enduro and National Harescrambles Series Title. He started out in the right direction, only to be slowed by a broken foot. With a lot of help from his girl friend and many other friends Gary was back racing five weeks later, just in time to wire the last two SERA events and secure the championship. He also finished 12th overall in the National Enduro Series and 19th overall in the National Harescrambles Series.

Congratulations, Gary, for a very good year in racing.



DARRYL BELL
AA Class Winner

After finishing 10th overall in 1983, Darryl came back strong in 1984 to finish second overall and win the AA class. Darryl lives in Peta, Mississippi with his wife Kelly and son Brendon. He is a member of Mississippi High Point Club and rode on the winning "A" Club Team this year.



JERRY PEAVY
Open A Class Winner

Jerry Peavy is the winner of the Open A Class and has been riding for 19 years. Jerry is 38 years old, rides a 400 Husky, and owns Peavy's Cycle in Mobile, Alabama where he lives with his wife Debra and two children — De De, 16; and Monica, 11.

Jerry would like to thank all the clubs for their hard work in putting on the races and everyone who works so hard to keep SERA going.



GARY LITTLE
250 A Class Winner

Gary, a member of the Ridgerunners, is 21 years old and has been a SERA Member for 2 years and an AMA member for 3 years.

Gary lives with his parents in Laurel, Mississippi while attending the University of Southern Mississippi.

He enjoys hunting, fishing and skiing.

A special thanks goes to his parents and Gary Johnston of Laurel, MS for their support.



MANNY GARZA
200 A Class Winner

Manny lives in Baton Rouge, Louisiana with his wife Gina. He is 23 years old and a senior at Louisiana State University.

Manny is a former winner of the Junior Class and 175-B class in SERA, and has also won various medals in ISDE qualifiers.

He would like to thank his wife, parents, and friends for their help and support over the years.



MARTY TOMS
Open B Class Winner

After trailing in the point standings all year, Marty finally won the class via the tie breaking system. Mere seconds put him ahead of Steve McAllister of Meridian, who led the class for most of the year. As is typical of SERA members, Steve is a good friend as well as a tough competitor. Marty is 27 years old and resides at Pleasant Hill, LA where he works as District Forest Manager for Martin Timber Co.

Marty would like to thank his wife Sharon and his four year old daughter Helena for being a superb pit crew while enduring storms, mosquitoes, and long boring trips. He would also like to thank the members of Dusty Wheels Motorcycle Club and Husqvarna of Bossier City for their support, and especially Dennis Willingham, SERA Chairman and resident Husky blow-hard, for his help and information.



JERRY GIBSON
250 B Class Winner

J.R. is the 17-year-old son of Mr. and Mrs. Jerry Lindsey of Laurel, Mississippi, a senior at Northeast Jones High School, and a part-time employee of Suzuki of Laurel, Husqvarna, KTM.

He has been a member of AMA 4 years and SERA 4 years.

J.R. gives credit for his success to his mother and a very special father for their support throughout his racing career. Thanks also goes to Gary Johnston of Suzuki of Laurel for his help.



SCOTT FLEMING
200 B Class Winner

Scott is a 22-year-old independent rider from Picayune, Mississippi and is employed by the Mississippi Army Ammunition Plant as a Machinist. He has been an AMA and a SERA member for 2 years.

Scott would like to thank his cousin and riding buddy Gary Furr who rode in the 250-B Class.



JEFF PLUNKETT
125 B Class Winner

Jeff is 23 and lives in Jonesboro, Louisiana with his wife Priscilla and two daughters, Velvet and Brandi. He has been employed with Louisiana Power & Light Company for six years.

This is Jeff's first year to ride in the SERA circuit and he is an independent rider. Jeff also won the 1984 Louisiana Hare Scramble Series Championship in the 200 Expert Class.

Jeff would like to thank Mike's Cycle of Jonesville and all his friends for their help and support this year.



AMMIEL KYSON
100 B Class Winner

Ammiel is 16 years old and lives with his Dad in Bossier City, Louisiana. He attends Bossier High where he is a junior.

Ammiel would like to thank his dad for his support and helping to make his win possible.



GWEN BAILEY
Women's Class Winner

Gwen and her husband, Roger, live on the Rocking B Ranch in Watson, Louisiana. She is employed as a deputy assessor. She likes racing, reading and photography. Gwen is an independent rider and a 3-year AMA & SERA member. She currently is 1984 Dusty Wheels Hare Scrambles Champion, Louisiana Hare Scrambles Series Champion, and fourth in the Goodtimes National Moto-Cross Races.

Special thanks to Roger, Honda World of Denham Springs and Winner's Cycle of Baton Rouge.



NOLAN KNIGHT
Jr. Class Winner

Nolan is a senior at Cleveland High School with plans to attend Delta State University in Cleveland, Mississippi. Nolan had a perfect season with all first place wins on a WR 250 Husqvarna.

Nolan would like to thank his parents for their financial and moral support; David Jordan and AA riders for their support and riding tips; the Junior Riders who have outstanding attitudes toward competition, and to SERA for the opportunity to have participated in their events.

Welcome to the AA Class, Nolan.



ROGER LANDERS
Open A Intermediate Class Winner

Roger is 32 years old. He and his wife Sharon have a 15-month-old daughter, Jincy Beth. Roger is a construction electrician with I.B.E.W. 558. His main goal in life is to be a sincere Christian. His enjoyments are: Loves to worship God and try to live as Jesus taught, and being with family and friends.

Roger wishes that the events could be held on Saturdays. Special thanks to his father, Elvis Landers.



RANDY THRASHER
200 B Intermediate Class Winner

Randy, his wife Regina, and his two daughters, Season and Britney, live in Saline, Louisiana. He is employed as an electrician for Camus Electric of Shreveport.

He is a member of Dusty Wheels, a 4-year AMA member and a 3-year SERA member. Besides riding his Yamaha he enjoys hunting.

He would like to thank Mike's Cycle Specialties of Jonesville and Camus Electric for their support.



BILLY JORDEN
Open B Intermediate Class Winner

Bily is a 32-year-old logging contractor and lives in Benton, Louisiana with his wife Debbie, daughter Jessica, and son Aaron.

Billy says his riding has improved since he started riding Huskys. He has been a SERA member for 3 years and also enjoys hunting.

Billy would like to thank Ronald McDonald, Dennis Willingham and most of all Debbie for their help and support.



GENE KYSON
Sr. A Class Winner

Gene is 44 years old and lives in Bossier City, Louisiana with his wife Pat, son Ammiel and daughter Tara.

Gene would like to thank Pat for her support throughout the year and thanks to his friends who rode on the same row with him all season.



DICKIE HAUL
Senior B Class Winner

Many thanks to my wife Eleanor and 2 sons Rick and Chad for all their support in the 1984 racing season.

Dickie was born and raised in Pensacola, Florida and is employed by the Monsanto Corporation as a welder. Other interests besides motorcycles: travel, fishing and running.



JIM CREECH
Super Senior Class Winner

One of the most likable guys in the circuit, Jim has won the Super Senior class for the fourth consecutive year.

Jim and his wife Elanor live in Fort Walton Beach, Florida where he is employed as a mechanic at Honda of Fort Walton.

Jim would like to thank the SERA officials and all club members for their efforts and dedication to our sport. A special thanks goes to Bud & Bill Chambliss.

Good luck in "85" Super Seniors!

SOUTHERN ENDURO RIDERS ASSOCIATION
1984 FINAL STANDINGS

TOP FORTY

Name	Points	Machine
1. Gary Johnston	237	Husky
2. Darryl Bell	233	Yamaha
3. Barry Bell	229	Yamaha
4. David Jordan	224	Yamaha
5. Gary Little	223	KTM
6. Glen Hollingshead	222	KTM
7. Jerry Gibson	205	Husky
8. Nolan Knight	202	Husky
9. Christian Rodemann	202	Husky
10. Manny Garza	197	Yamaha
11. Larry Little	196	Cag
12. Jeff Plunkatt	186	Yamaha
13. Roger Landers	172	KTM
14. Will Gilbert	166	Yamaha
15. Bo Chaney	160	Yamaha
16. Dwight Rudder	156	Husky
17. Fitz Miller	147.5	Yamaha
18. Gene Kyson	147.5	C-A
19. Jerry Peavy	145	Husky
20. Steve Gavin	132	Yamaha
21. Marion Whatley	126	Honda
22. Billy Jordan	121	Husky
23. Richard Norman	121	Husky
24. Gary Furr	120	Husky
25. Ronald McDonald	112	Husky
26. Nolan Husser	112	Kawasaki
27. Ron Burks	109	Husky
28. Roger Bailey	106	Honda
29. Rickey Hill	104	KTM
30. Scott Fleming	103	Yamaha
31. Curt Whittington	97	C-A
32. Jonny Kemp	97	KTM
33. Don Knight	92	Husky
34. Richard Burre	90	Kawasaki
35. Michael Corlett	89	Husky
36. Louis Whatley	79	Honda
37. Bill Heaston	76	Honda
38. Ed Gilbert	73	Yamaha
39. Mark Hudson	71	Honda
40. Tim Singleton	71	KTM

CLASS WINNERS FOR 1984

AA EXPERT

1. Darryl Bell	28	Yamaha
2. Gary Johnston	27	Husky
3. David Jordan	22	Yamaha
4. Barry Bell	21	Yamaha
5. Christian Rodemann	11	Yamaha

0-200 EXPERT

1. Manny Garza	30	Yamaha
2. Larry Little	27	CAG
3. Jonny Kemp	19	Kawasaki
4. Nolan Husser	17	Kawasaki
5. Tim Howell	12	KTM

201-250 EXPERT

1. Gary Little	30	KTM
2. Glen Hollingshead	28	KTM
3. Fite Miller	18	Yamaha
4. Curt Whittington	12	C-A
5. Rickey Hill	11	KTM

251-OPEN EXPERT

1. Jerry Peavy	30	Husky
2. Richard Norman	25	Husky
3. Gary Woods	15	Husky
4. Hal Moore	14	Husky
5. Warren Sciortino	9	Husky

0-OPEN EXPERT

1. Roger Landers	28	KTM
2. Marion Whatley	24	Honda
3. Roger Bailey	22	Honda
4. Gary Roebuck	14	Husky
5. Mark Hudson	13	Honda

SENIOR EXPERT

1. Gene Kyson	28	C-A
2. Ed Gilbert	26	Yamaha
3. Don Knight	24	Husky
4. Robert Rockco	16	Husky
5. Bud Chambliss	10	Honda

101-125 B

1. Jeff Plunkett	30	Yamaha
2. Mike Statom	24	Yamaha
3. Randy Felder	19	Honda
4. Tony Ligon	15	KTM
5. Mark Demarche	14	KTM

126-200 B

1. Scott Fleming	27	Yamaha
2. Richard Burris	25	Kawasaki
3. Brian Berthelot	19	Kawasaki
4. Fred Militello	17	Honda
5. Bill Heaston	10	Honda

201-250 B

1. Jerry Gibson	30	Husky
2. Gary Furr	21	Husky
3. Matt Holst	13	KTM
4. Tim Singleton	13	KTM
5. John Manning	10	KTM

251-OPEN

1. Martin Toms	27	Husky
2. Steve McAllister	26	Yamaha
3. Jeff Wilkes	21	Yamaha
4. David Jackson	17	Husky
5. Allen Hobgood	16	Honda

0-200 B INT.

1. Randy Thrasher	29	Yamaha
2. Mike Cantrell	23	Yamaha
3. Mike Busbin	21	Honda
4. David Faucette	17	Yamaha
5. Bruce Irby	9	Yamaha

201-OPEN

1. Billy Jordan	28	Husky
2. Mike Corlett	26	Husky
3. Ricky Williams	18	Husky
4. L. J. Cooper	16	Kawasaki
5. Mike Strickland	7	Husky

SENIOR B

1. Dickie Hual	29	Yamaha
2. Ron Dockter	19	Husky
3. Jerry Harpole	17	Husky
4. John Demarche	16	Honda
5. Ed Laudun	15	C-A

SUPER SENIOR

1. Jim Creech	28	Honda
2. George Hoffer	25	Yamaha
3. Chuck Woods	20	Husky
4. William Crawford	18	Husky
5. Dennis Willingham	16	Husky

JUNIOR

1. Nolan Knight	30	Husky
2. Will Gilbert	28	Yamaha
3. Donald Jones	21	Yamaha
4. Allen Clark	13	honda
5. Robin DuBose	7	KTM

WOMEN'S CLASS

1. Gwen Bailey	29	Honda
2. Heidi Roberson	23	Husky
3. Patrice Kordenback	22	Honda
4. Karen Kemp	18	Kawasaki
5. Kim Berthelst	12	Honda

A CLUB TEAM

1. Mississippi Hight Point	5
2. N.O.E.A.	3
3. La. Trailriders	1

B CLUB TEAM

1. N.O.E.A.	9
2. C.M.E.T.	1

S.E.R.A. STATE CHAMPIONS

ARK — John Boreing
 ALA — Glen Hollingshead
 FLA — Will Gilbert
 MIS — Gary Johnston

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. A Rules Committee, whose chairman shall be appointed by the SERA Chairman, shall be appointed each year by the Rules Committee chairman and the SERA Chairman. This committee shall be made up of 6 members, not including the chairman, representing all classes. The Rules Committee shall make recommendations to the club council by Nov. 1 for rules changes for the following season. The Rules Committee is to be represented on the Club Council by the Chairman or an alternate approved by the rules committee as a non-voting member.

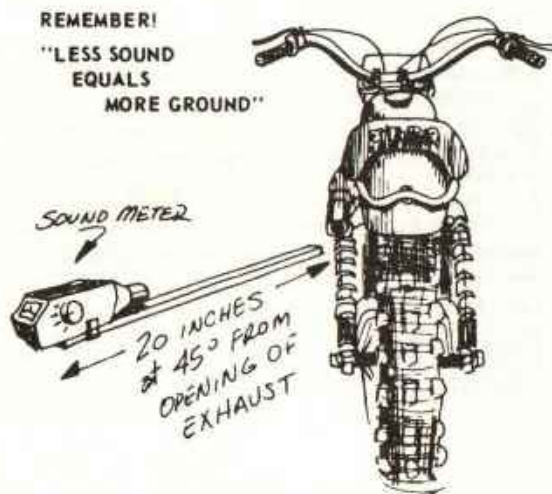
FINANCIAL

There will be dues in the amount of eight dollars (\$8.00) assessed for individual membership and six dollars (\$6.00) for individuals who are members of clubs in the Association. Each member club,

acting in the interest of the Association, shall include in its enduro entry fee a two dollar (\$2.00) 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 and publish a yearly financial statement to all members.

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 SERA have been made to suit the needs of this area and take preference over AMA rules; however, it will be possible for SERA member clubs to host a SERA point payer event in conjunction with an AMA National with SERA Club Council approval. In which case, AMA rules will take precedence. 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 A & B 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. 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 an SERA member club, the SERA Chairman, or by writing directly to the American Motorcycle Association, P.O. Box 141, Westerville, Ohio 43081.

2. All 'C' and Special Class riders may obtain a one day rider's permit for two dollars (\$2.00) for any singular event to be added to the applicable entry fee.

3. 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 \$8.00 assessed for individual membership and \$6.00 for individuals who are members of clubs in the Association. Entry forms may be obtained from the Chairman or any sponsoring club.

2. The SERA circuit fee per rider is \$2.00 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 Riders

1. In all SERA sponsored events, riders shall be classified as 'A' riders, 'B' riders, 'C' riders and 'Special Class' riders. Individual classes shall be provided for the 'A', 'B', 'C' and 'Special Class' 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 at the end of the year in which the rider accumulates 100 B Class points, 50 Class points in the Senior class.

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 return to 'B' class with special permission through AMA home office and SERA Club Council.

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.

6. At all AMA National and Regional events a SERA rider will receive SERA B points in his respective SERA B class while actually competing in his AMA mandated A Class. Upon completion of such an event, a SERA rider would be allowed to return to his respective SERA B Class.

D. Classes

1. Classes Are:

A Class	B Class	C Class	Special Class
AA-Open	0-100cc	0-125cc	Women
0-200 cc	101-125cc	126-200cc	Junior
201-250cc	126-200cc	201-250cc	Senior-A
251-Open	201-250cc	251-Open	Super Senior-A
0-Open Int.	251-Open		Senior-B
	0-200 Int.		Super Senior-B
	201 Open Int.		Senior-C

2. Class Definitions

a. The top 10 riders from the previous year automatically move into the AA class for one year. This class is also open to any rider (A or B) on a voluntary basis. Once the rider competes 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.

c. B Class — This class shall consist of all Novice riders who have earned less than the 100 points necessary to be classified as an A Expert Rider.

d. C Class — This class shall consist of beginning riders and advanced to their respective class by an accumulation of 15 points. Class points would be paid according to the present class point structure.

e. Women's Class — This class shall consist of any female rider, 12 or older, who elects to compete against other women rather than in one of the Expert or Novice classes, and shall be open to any size bike.

f. Junior Class — This class shall consist of any rider, 12-16 years old, and shall be open to any size bike. If a rider rides the first point payer at age 16 he may ride the entire year as a junior.

g. 'A' Senior Class — This class shall consist of any A-rider between the ages of 40-46 or any rider who accumulates 50 class points as a 'B' Senior Class rider. This class shall be open to any size bike.

h. 'B' Senior Class — This class shall consist of any 'B' rider between the ages of 40-46 and shall be open to any size bike.

i. 'C' Senior Class — This class shall consist of any 'C' rider between the ages of 40-46 and shall be open to any size bike.

j. 'A' Super Senior Class — This class shall consist of any 'A' Rider who is 47 year of age or older or any rider who accumulates 50 class points as a 'B' Super Senior Rider. This class shall be open to any size bike.

j(a). 'B' Super Senior Class — This class shall consist of any rider who is 47 years of age or older and shall be open to any bike size.

k. 'A' & 'B' Team Class — These classes shall consist of three (3) members representing any AMA chartered club riding on one team each, with the team scores figured on the overall placement of the team members for that particular event. The B team would be for all riders other than A riders.

l. A Intermediate Class — This class shall consist of any rider who is between the ages of 30-39 and has advanced from B rider classification by the AMA or who has elected to advance himself through the AMA on a voluntary basis.

m. B Intermediate Classes — This class shall consist of any novice rider who is between the ages of 30-39.

III. ENTRY FORMS, FLYERS, ETC.

A. General Information

1. Flyers for the sponsoring club's event must be made available at least six (6) weeks in advance.

2. Registration time and deadlines will be stated clearly on

the sponsoring club's flyer. It is the option of each club as to the total number of entries to accept for their event. Clubs may start a minimum of 4 riders or a maximum of 6 riders per row. This must be stated on the flyer. Deadline for entries shall be the Post Office postmark date.

3. Riders' numbers for starting positions will be decided by a random drawing to be held 13 days prior to the event beginning with row 00 and continuing consecutively. Any SERA member rider may request a row number. This request must be in writing and be submitted with the application. The club will honor this request or will assign the rider the next available position. The postmark on the application will determine priority.

4. Each rider will be required to completely fill out the Official Entry Form affixed to the flyer, date and sign name. All riders under the age of 21 years must have their parent and/or guardian present to sign for them, or have the entry signed and notarized.

5. The sponsoring clubs will prepare complete rider packets to be distributed to the contestants beginning at noon the day before the event.

6. The rider packet will include a scorecard of mylar or vinyl construction. Two rider number stickers will be provided; one to be affixed to the front of the rider's helmet, and the other to be affixed to the top of his gas can.

7. A rider's starting number may not be transferred, sold, or otherwise given to any other rider at any enduro, either by the rider himself or by the host club. If a rider is not satisfied with the row number that he receives, he will pay to re-enter and start at the next available position, as long as he does so before first rider leaves (key time). After 12:00 noon on the day before the event, he must pay post-entry fee. Transferring of numbers will be reason enough for disqualification of both riders and loss of SERA Championship points and/or membership.

8. A rider may, if the host club permits, ride on another rider's entry fee, but not his row number. He must ride on the row available when he signs up to enter the event.

9. No rider, other than those of the sponsoring club, may ride the enduro course prior to the start of the event until the day it is scheduled, under penalty of disqualification.

B. Entry Fees

1. The entry fees as established by the SERA Club Council are:

Pre-Entry: \$14.00
Post-Entry: \$20.00
'B' Team: \$5.00

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 applies 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 decibel meter.

The **Sound Team** may recheck any bike suspected of illegal muffler alterations and disqualify the bike for too much noise or no spark arrestor. Only SERA members whose bikes sound level is below 104 db and equipped with the proper spark arrestor, will be eligible for a permanent sound sticker. 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.

2. Sound testing will be conducted on Saturday, 2 p.m. to 6 p.m. and on Sunday, 6 a.m. to 8 a.m.

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 Riders Meeting will be held by the host club one hour before the first rider is due to leave the starting line. The riders meeting will be held at 7:00 a.m.

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 five (5) or less riders (no fewer than four (4)) to start per minute except in those events with 500 or more pre-entries. In this case, six (6) riders may start per minute. The number of riders per minute must be on the flyer for the event.

5. Key time will be 8:00 a.m. and will be adequately posted for all 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. It will be held the rider's responsibility to have his time marked on his scorecard 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 '0' 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. All SERA point-paying events will cover a minimum of 50 ground miles including resets.
2. Trail marking for all SER enduros will consist of solid black arrows on standard 5" x 8" white cards. The design of the arrow must be approved by the SERA Council. All "Wrong Way" (W) and "Danger" (X's) must be red on 5" x 8" white cards.
3. 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. At each road crossing the word "Road" shall be marked on a 9" pie plate in Red and placed on each side of the trail.

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.

4. 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.

5. When laying out the enduro trail, the host club should compute the mileage on one speedometer which is deemed most accurate.

6. Turn-marking (major turns) will be designated 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.

7. 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.

8. 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. The mileage markers shall be on 5" x 8" white cards with at least 3-inch red numerals.

VII. CHECKPOINTS

A. General

1. All check points will be located on a whole 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 or fail to have his mylar scored and he wishes to have his score figured, the sponsoring club must use the backup system to compute the score. A penalty of 10 percent 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 mylars shall be scored by class and posted in campground immediately after rider finishes 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 8" square and be diagonally separated. There shall be two flags, one placed on each side of the trail and positioned so as to be visible to the riders.

- a. Secret Checks Red & White
- b. Emergency Checks Green & 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 may not leave the checkpoint to identify riders and should use dis-

cretion 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

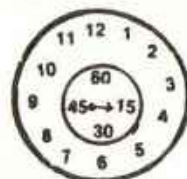
1. No unknown checkpoint will be located within 2 miles before or 3 miles following known controls for all SERA events under 100 miles in length. There must be posted mileage at 2.9 miles. There will be no resets in this zone.

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) **emergency** 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 **emergency** check. The following procedure shall be used to break a tied score:

a. The time taken at an emergency check shall be taken in minutes and seconds and in case of tied scores, the emergency points lost shall be used to determine the winner of the tied score. A rider shall be penalized one emergency point for each second **EARLY** or **LATE** at the emergency check when a tie must be broken. If more than one emergency check is used the combined total emergency points lost shall be used to determine the winner of the tied score. In case a tie still exists, the emergency check closest to the end of the meet shall be used to break the tie. **EMERGENCY POINTS SHALL BE FIGURED FROM THE 30 SECOND MARK OF HIS DUE MINUTE.** (See illustration of emergency check.)

Rider number	Arrived	Reg. Pts. lost	Emg. pts. lost
31	31.28	0	2
31	31.35	0	5
31	32.45	1	75
31	30.05	2	85
31	35.12	4	222



15 Seconds Early
15 Points Lost



Perfect Time
0 Points Lost



15 Seconds Late
15 Points Lost

In emergency check scoring ALWAYS develop the score from the 30 SECOND mark of the RIDER'S DUE MINUTE.

b. If a tie still exists the rider with the best score at the first check is the winner. If the tie still exists then go to the 2nd, 3rd, etc. until the tie is broken.

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 midway of the enduro course. But, there must be at least one Gas Stop per each 45 miles. The club is allowed to have gas available.

3. All gas containers must be made of metal or UL approved plastic.

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 rider 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. Cards indicating the row numbers will be used to enable the riders to locate their gas can and be plainly visible to the riders. The early row's gas cans are to be placed farthest from the flags and the late rows placed nearest the flags.

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 rider before attempting to refuel his bike. Gasing must be done only at the official gas stop or gas available point.

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 rider's 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. The championship will be determined by the accumulated points awarded to a rider in 60 percent of the points paying events for the year. If the percentage of races is not a whole number always round up to the next largest number. A rider's best rides will count. Independent SERA riders will not be given class or top forty points for the race geographically closest to their house. They will be removed from the class and top forty points by the point steward and the next rider advanced in each case. They will receive a class trophy if applicable.

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

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.

8. Non-SERA members will not occupy top forty and class positions at any point paying event. They will be removed from the class and top forty positions by the point Steward and the next SERA rider advanced in each case. They will receive a class trophy if applicable.

B. 'B' Rider Advancement

1. General

a. Advancement from 'B' to 'A' will be made when riders accumulate 100 points. If 100 points are accumulated before the end of the year, rider will stay in 'B' class until the end of the year, and will start the next season in the 'A' class.

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 must be sent to the points steward within 10 days following the event or that club's riders will not receive SERA points at the following race.

The Referee Report will be forwarded to the AMA by the Points Steward following the recording of scores.

The SERA report form will include AMA report requirements.

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. Trophies awarded shall be at least 20 percent of the total drawn per class with a minimum of three (3) per class. 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. AA Class 1st, 2nd and 3rd place will be refunded their entry fee in lieu of trophies.

B. All classes are mandatory and will not be cancelled. A minimum of three (3) trophies or awards must be available for presentation to the winners of each and every class. Team trophies must be awarded to 'B' Class team. 'A' Class receives no

awards at the event, only points for team class awards at the SERA Banquet. No fee will be charged the A teams.

C. The enduro results will be posted by the host club thirty (3) 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 and may not be altered at a later date except by the AMA or District Appeal process.

D. At any enduro all score cards of trophy winners must be checked against the back-up sheets. Discrepancies between the score card and the back-up sheet must be ruled on by the referee.

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. This protest must be made during the 30 minute protest period following the posting of all scores and must be made in writing. 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(ies). 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. All referee reports, mylars, entry forms, and fees must be received by the SERA points steward within 10 days following the event or that club's riders will not receive any points for the following SERA points paying event. Compliance must be made by the club no less than 10 days prior to subsequent events following the first infraction.

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:

Over 200 'B' Riders entered:

1. List the Top 40 'B' riders
2. List the Top 20 'A' riders

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 Point Steward: Norman Gauthreaux, 217 Willowbrook Dr., Gretna, LA 70053.

The AMA Referee Report will be forwarded to the AMA Office by the SERA Point Steward. Any club failing to submit the Referee Report within the ten (10) day period will be penalized in the same manner as outlined in the SERA report requirement.

XV. NEWS RELEASES

A. Within ten (10) days following each event, the sponsoring club's secretary or a person appointed or elected will be responsible for sending race results and a short article with photographs (if possible) to **Cycle News**. A carbon copy of this report must be sent to the SERA Point Steward. Clubs failing to do this will be penalized the same as for a late Referee Report.

XVI. 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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2. You must be declared the season's winner of a class by the Southern Enduro Riders Association for the 1985 season.
3. You must complete this form and send it to the above address. You will receive written confirmation of your registration. You will be issued a sponsorship number which you must use with each purchase to register the purchase to your account.
4. The purpose of this program is to help and recognize riders of the S.E.R.A. Participants may only count purchases made for items which the participant uses. Purchases made by participants for other riders cannot be applied toward their account. The decision of the contest referee will be final should any questions arise.
5. To be eligible to receive the 50% refund, participants must purchase their competition motorcycle from Suzuki of Bossier or Suzuki of Shreveport before March 11, 1985 and ride it all subsequent contests the participant enters.
6. To be eligible to receive the 25% refund, participants must register by March 11, 1985.
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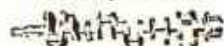
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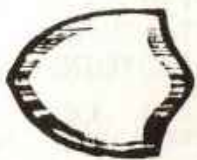
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