

**Southern Enduro
Riders Association**



1987 Guideline Handbook

FOREWORD

In 1974 a group of men stood under a large oak tree in south Mississippi, discussing the trials and tribulations of riding enduros and the problems of each event being different with the rules changing to suit the sponsoring club's fancy. This group decided to do something about the confusion — with this decision the seed of the Southern Enduro Riders Association was planted.

I was very fortunate to be a part of this group. I have been blessed to see and be a part of the growth of a great organization. SERA has been a part of my life for 13 years. If every long-term involvement could have as many positive things come out of it as this organization has, how sweet life could be. The mainstay of our organization is our clubs and their members. I would like to take this opportunity to give my thanks to each SERA member for their support through the years.

This year I would ask that each of you help keep the momentum rolling by improving the quality of our events. Safety first will be the slogan for 1987. We can continue to be the envy of other organizations if we continue to put our riders first.

Remember, talent is cheap, but dedication is expensive.

Your Chairman,

Don Knight

**OFFICERS OF THE
SOUTHERN ENDURO RIDERS ASSOCIATION**



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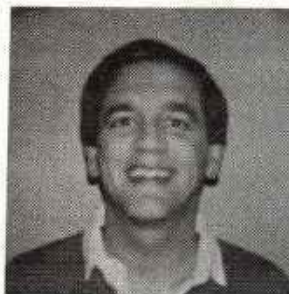
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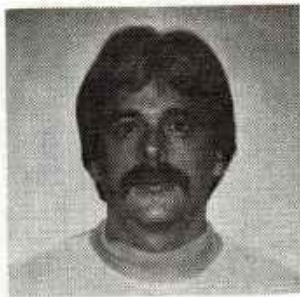


GARY JOHNSTON
Overall Grand Champion & AA Class Winner

For the third year in a row Gary Johnston is the overall winner of the SERA series. Gary also earned 7th overall in the National Enduro Series riding 7 out of 12 events. Gary, Lisa and their one year old daughter, Katie, live in Hattiesburg, MS where he is a assistant sales coordinator at Marshall Durbin Farms.

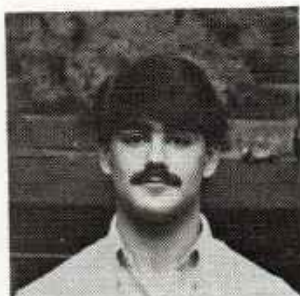
He has been a member of the AMA for 10 years and SERA for 6 years.

"I would like to thank my sponsors for their help in 1986, Cagiva North American and their sales representative, Mark Housbak for their super support through the '86 season. Also my thanks to Hi-Point Racing Products, ICO Computers, Smith Goggles, Hannah Racing Products and Jerry Peavey at Peavey Cycles in Mobile, AL. A special tip of the hat to all the hard working clubs for putting together the best SERA series to date.



JERRY PEAVY
Open A Class Winner

Jerry is a member of the Gulfcoast Sandblasters, he is 40 years old, he has two daughters, De De, 19, Monica 13. Jerry and wife Dedra live in Mobile, AL where he has a motorcycle shop. Jerry would like to thank all of the clubs for all their work in putting on the enduro this year and also would like to thank the hard workers and dedication of the SERA officials.



NOLAN KNIGHT
250A Class Winner

First I would like to thank Can-Am for the support they gave me in 1986. I hope to do a better job for them in '87. I want to give my mother and daddy most of the credit for my winning this year. Without their support and understanding I would not have done this well. I would also like to than Lewis Whatley for his time-keeping and riding tips. Without Lewis I would have busted many checks.



KELLY CRENSHAW
200 A Class Winner



JOHN BENOIT
Open B Class Winner

John Benoit lives in Ellisville, MS with his wife Pat and daughter Michelle. He is a member of Mississippi Hi-Point and has been member of SERA for 5 years.

"I would like to thank all the SERA Clubs and members for putting on good events this year. I had a lot of fun in 1986."



MARK DUNAWAY
250 Class B Winner

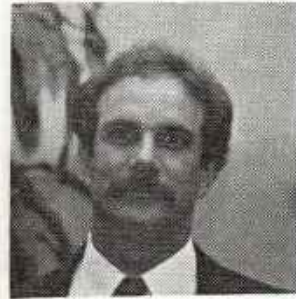
I live with my wife, Ellen and two children, Steven and Laura in Clinton, Louisiana.

I am employed by the Kansas City Southern Railroad where I have been a brakeman for 8 years. I enjoy traveling, camping and riding with friends such as Roger and Gwen Bailey.

Although this was my first year as a SERA member, I have made many new friends and am looking forward to many more years in this fine organization.

I would like to thank my parents for their support in this and past years. Special thanks to my wife, Ellen, whose unyielding support is greatly needed and appreciated.

See ya on the trails.



MIKE PITTS
125 B Class Winner

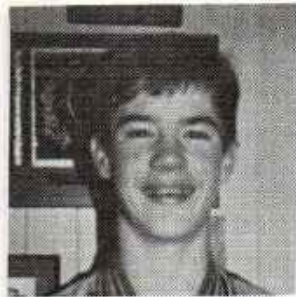
I live in Pleasant Grove, AL with my wife, Shyrl and two children, Eric and Andrew.

I am an active member of B'ham Trails and Trials Assn. I would like to thank all of the SERA clubs and their members for their hard work and a great 1986 series.



ORLAND FREY
200 B Class Winner

Special thanks to Chuck, Beverly and all the Louisiana Trail Riders for making the race weekends so enjoyable.



GARRETT MCKEY
100 B Class Winner

Garrett is a 16 year old junior attending Brother Martin High School in New Orleans, where he lives with his parents, Cheryl and Woody McKey, and younger brother Dustin. He is a member of the New Orleans Enduro Association, he has been riding for 8 years, and has been a member of SERA and AMA for 4 years.

Garret's other interests are track, cross country, fishing and hunting. Garrett would like to thank his Dad Woody for driving him to the races and helping him with time keeping.



GWEN BAILEY
Womens Class Winner

Gwen, her husband Roger and their daughter, Rebecca live in Watson, LA where Gwen is employed as a deputy assessor.

She is a member of the LA Trailriders and a 5-year AMA and SERA member. She is also the LA Hare Scrambles Series Womens Champion for 1986.

Special thanks to Roger, Honda World, Ruana Grace and Jerry and Cherryl Parker for all their support.



MATTHEW RAYBORN
Junior Class Winner

Matt is 16 years old and lives with his parents near Purvis, MS. He attends Purvis High School and is on the varsity basketball team.

1986 was Matt's first year with SERA and AMA and he would like to thank the SERA riders for their advice and encouragement, and a special thanks to his Mom and Dad and to God for making it all possible.



MICHAEL J. CORLETT
Open A Intermediate Class Winner

Michael is 35 years old and live in Covington, LA with his wife, Vicki, who he would like to thank for all her support.

He has been a SERA member for 3 years and is also a member of NOEA.

He would also like to thank all the hard working club members who put on the events and Warren Sciortino, Kerry and Sue Mackenroth and a special thanks to Gary Johnston, Peavy's Cycles and Neil Aymond of Checkpoint Cycles.



MIKE CANTRELL
200 B Intermediate Class Winner

I am 32 years old and a district manager for Federal Express Vehicle Maintenance. It took a long time for me to finally win a SERA helmet. I would like to thank my wife and children for their understanding and support, emotional and financial. It has been an honor to be associated with as fine a group as SERA and I look forward to many more (HOPEFULLY COMPETITIVE YEARS).



KEVIN R. CAMPBELL

Open B Intermediate Class Winner

Kevin is a Petroleum Geologist from Lafayette, LA, where he lives with his wife Lesley, their son Ryan, 2 1/2, and daughter Leah, 8.

Besides attacking the dirt unmercifully on his Husqvarna, Kevin enjoys wasting time with his buddies in the Acadiana Dirt Riders Club, playing tennis and collecting antiques.

He would like to thank all the clubs in SERA for their part in providing neat places for us to play with our toys.



DON KNIGHT

Senior A Class Winner

Don lives in Cleveland, MS, with his wife, Charlotte, children, Nolan, Nikki and Nathan and pets, Rocky and Tippy. He is employed by Na-Churs Plant Food Company as sales manager for the Southeast Division. His hobbies are old cars and trucks; his love is motorcycling. He has been riding in some type of motorcycle competition since 1967. He has been a member of AMA for 19 years and is a charter member of SERA.

I would like to thank my family for their support, especially my wife, Charlotte. She has been the head cook and bottlewasher for our enduro team for the past nine years. Without the family involvement, SERA would not be the strong organization that it is. I would also like to thank my adopted family members of CMET, the Armishaws, Sizemores and Whatleys for their support, for making racing so much fun and for making traveling to the races a real pleasure.

I am looking forward to an eventful 1987.



KERRY MACKENROTH

Senior B Class Winner

Kerry and his wife Suzanne live in Lacombe, LA. They founded Performance Products in 1981 and ICO Corporation in 1984. Together with their employees, they wish everyone in SERA an enjoyable and productive season.

Kerry's former activities included building and driving top fuel dragsters and funny cars. He won top fuel at several regional events, and was runner-up to Don Garlits at a National event. His more recent interests are personal computers, sports cars, and downhill skiing.

Much thanks go to Suzanne, Terry Cunningham and especially to the clubs of SERA. Without the hard work of their members our sport could not exist.



JERRY HARPOLE

Super Senior Class Winner

I'd like to thank each person who contributed their time and effort to make the '86 season possible. This is the 4th year that I've ridden the SERA circuit. During that time I've had the pleasure to meet a lot of very nice people and to enjoy many good friendships. I've been fortunate enough to win my class over the last 2 years and will miss not being able to compete with you in 1987. Best wishes to all of you. It's been a real pleasure knowing you.

**SOUTHERN ENDURO RIDERS ASSOCIATION
1986 FINAL STANDINGS**

TOP FORTY

Name	Pts.	Machine
1. Gary Johnston	392	Husky
2. Jeff Plunkett	370	Yamaha
3. Nolan Knight	367	CA
4. Dwight Rudder	364	Kawasaki
5. Will Gilbert	313	CA
6. Jerry Peavy	312	HWS
7. Johnny Kemp	295	Kawasaki
8. Michael Corlett	290	Husky
9. Kelly Crenshaw	285	Kawasaki
10. Gary Copeland	269	KTM
11. Gary Goff	268	Husky
12. Darryl Bell	266	KTM
13. Mark Dunaway	255	Honda
14. Berry Bell	243	KTM
15. Tim Singleton	238	Husky
16. Fitz Miller	237	Husky
17. Roger Bailey	235	Honda
18. Manny Garza	223	Honda
19. Bruce Comeaux	203	Husky
20. Marion Whatley	197	CA
21. David Jordan	186	KTM
22. Mickey Young	181	Husky
23. Tim Howell	176	KTM
24. Lewis Whatley	174	CA
25. Roger Landers	168	KTM
26. Ed Whatley	164	CA
27. Orland Frey	147	Kawasaki
28. David Jumonville	142	Husky
29. Mark Hudson	139	Honda
30. Ricky Fryer	139	Husky
31. Kerry Wisdom	130	KTM
32. Bill Whatley	125	Honda
33. John Benoit	124	Husky
34. Brain Berthelot	110	Kawasaki
35. Don Knight	104	CA
36. Chuck Grace	98	Kawasaki
37. Howard Easterling	97	Kawasaki
38. Mike Nail	91	Honda
39. Ray Brazier	91	KTM
40. Wesley King	89	Kawasaki

**SOUTHERN ENDURO RIDERS ASSOCIATION
1986 FINAL STANDINGS**

POSITIONS IN EACH CLASS

SERA#	Riders Name	Bike	Score
AA EXPERT			
1. 143	Gary Johnston	Hus	44
2. 856	Jeff Plunkett	Yam	29
3. 299	Dwight Rudder	Kaw	28
3. 759	Darryl Bell	KTM	26
5. 336	Will Gilbert	CA	18
0-200 EXPERT			
1. 825	Kelly Crenshaw	Kaw	45
2. 246	Johnny Kemp	Kaw	41
3. 213	Brian Berthelot	Kaw	24
4. 776	Ray Brazier	KTM	19
5. 45	Clark Easterling	Kaw	14
201-250 EXPERT			
1. 580	Nolan Knight	CA	50
2. 187	Ed Whatley	Hon	28
3. 350	Micky Young	Hus	26
4. 035	Roger Landers	KTM	24
5. 558	Paul Graham	KTM	17
251-OPEN EXPERT			
1. 126	Jerry Peavy	Hus	39
2. 295	Fitz Miller	Hus	30
3. 204	Tim Singleton	Hus	25
4. 779	Roger Bailey	Hon	25
5. 795	David Jordan	KTM	24
0-OPEN EXPERT INT			
1. 836	Michael Corlett	Hus	44
2. 277	Gary Goff	Hus	37
3. 253	Marion Whatley	CA	24
4. 282	Mark Hudson	Hon	21
5. 186	Lewis Whatley	CA	21
SENIOR EXPERT			
1. 036	Don Knight	CA	46
2. 330	Ed Gilbert	Yam	38
3. 290	Robert Rockco	Hus	31
4. 141	Joel Dubose	Hus	26
5. 762	Bill Reese	Hus	11

SENIOR B

1.	463	Kerry MacKenroth	Hus	39
2.	725	Ralph Statom	KTM	36
3.	283	Steve Hudson	Hus	29
4.	314	Charles Britton	Yam	26
5.	372	Edgar Laudan	CA	24

0-100 B

1.	463	Garrett McKey	Kaw	39
2.	346	Scott Watkins	Yam	36
3.	503	Corey Martin	Yam	36
3.	732	Chad Tate	Hon	27
5.	479	Jason Reine	Hon	23

101-125 B

1.	530	Michael Pitts	KTM	43
2.	200	Todd Singleton	KTM	40
3.	359	Leslie Slay	Yam	32
4.	821	William Britt	Kaw	26
5.	383	Kevin Marchin	Yam	11

126-200 B

1.	570	Oriand Frey	Kaw	47
2.	533	James Winn	Yam	39
3.	736	Nelson Hunt	Kaw	18
4.	846	Doug Kadrovach	Kaw	12
5.	595	Kevin Hutchinson	Cag	9

201-250 B

1.	235	Mark Dunaway	Hon	46
2.	705	Kerry Wisdon	KTM	17
3.	289	Jeffrey Wilkes	Yam	15
4.	499	Craig Irby	Yam	14
5.	756	Robert Moffitt	Hus	12

251-OPEN EXPERT

1.	237	John Benoit	Hus	43
2.	417	Ricky Fryer	Hus	41
3.	692	Buddy Pierce	Hon	27
4.	755	Hal Petit	CA	19
5.	791	Toby Poston		11

0-200 INT B

1.	761	Mike Cantrell	Kaw	43
2.	221	Pat Jones	Hon	20
3.	403	Jim Lee	Kaw	20
4.	477	Keith Booth	Yam	18
5.	686	Kenny Jones	Kaw	11

251-OPEN INT B

1.	730	Kevin Cambell	Hus	37
2.	550	Bruce Irby	Yam	31
3.	843	Bubba Brant	KTM	30
4.	448	Warren Sciortino	Hus	30
5.	882	H. T. Stubbs	Hus	18

SUPER SENIOR

1.	129	Jerry Harpole	Hus	41
2.	258	Dickie Hual	Kaw	38
3.	520	Marion Walton	Yam	25
4.	138	George Hoffer	Hus	25
5.	026	John Burgard	Hus	14

JUNIOR

1.	524	Mathew Rayborn	Hon	47
2.	193	John May Jr.	KTM	35
3.	816	John Schidmier	Pen	29
3.	445	David Foster	Yam	22
4.	270	Jimmy Ramirez	Kaw	21

WOMEN

1.	778	Gwen Bailey	Hon	48
2.	247	Karen Kemp	Kaw	42
3.	248	Kim Berthelot	Hon	34
4.	624	Darla Steagall	Yam	12
5.	516	Lisa Schexnayder	Hon	11

A CLUB TEAM

1.		C.M.E.T.		5
2.		MISSISSIPPI HIGH POINT		4
3.		N.A.S.T.		1
4.		N.O.E.A.		1
5.		La. Trailriders		1

B CLUB TEAM

1.		N. O. E. A.		5
2.		Masterlinks		3
3.		Skuna River		2
4.		Ridge Runners		1
5.		La. Trailriders		1
6.		B. T. & T.		1

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

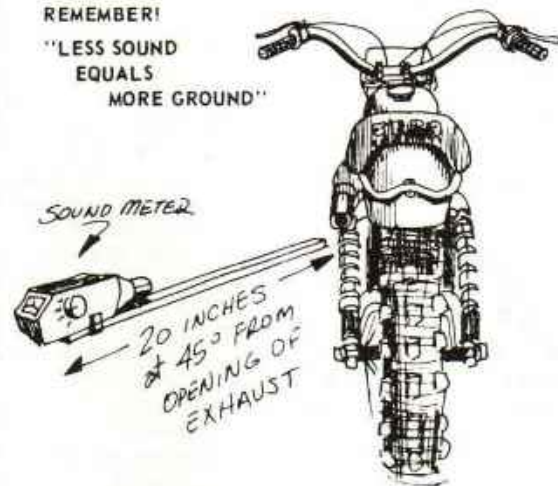
There will be dues in the amount of \$12.00 assessed for individual membership and six dollars (\$6.00) for individuals who are members of clubs in the

Association. Each member club, acting in the interest of the Association, shall include in its enduro entry fee a two dollar (\$3.00) 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.

REMEMBER!
"LESS SOUND
EQUALS
MORE GROUND"



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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.

of 15 points within a 2 year period. 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.

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. Super Senior Class—This class shall consist of any rider who is over 47 years of age and shall be open to any size bike.

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: \$20.00

Post-Entry: \$25.00

'B' Team: \$10.00

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 SERA enduros will consist of solid black arrows on standard 5"x8" 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"x8" 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"x8" 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 ChecksRed & White
- b. Emergency ChecksGreen & White
- c. Known ControlsYellow Flag
- d. Observation ChecksWhite 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 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 timekeeping 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

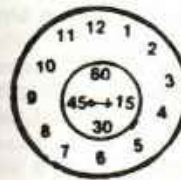
1. No unknown checkpoint will be located within 2 miles before or 3 miles following known controls for all SERA events under 100 miles in length. There must be posted mileage at 2.9 miles. There will be no resets in this Zone.

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.

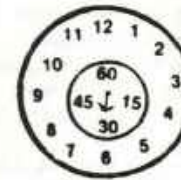
3. The **emergency or tie-breaker** check is designed to break ties should they occur. There will be at least one (1) emergency check in all SERA sponsored events. The rider's time will be recorded in minutes and seconds (or one-hundredth of a minute) upon his arrival at the emergency check. The following 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.)

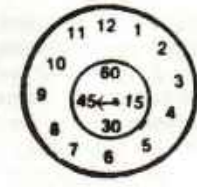
Rider number	Arrived	Reg. Pts. lost	Emg. pts. lost
31	31.28	0	2
31	31.35	0	5
31	32.45	1	75
31	30.05	2	85
31	35.12	4	222



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 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 extinguish-

ers 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 70 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 10 minutes prior to the trophy award presentation to allow proper time for protests and/or questions. The results will be final after the 10 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. The protest must be in writing and be accompanied by a protest fee of \$25.00 (CASH ONLY) for each matter on which the protest is made. Protests must be filed with the Referee not later than 10 minutes after the official results of the class are posted. See AMA Rule Book for further information concerning protest.

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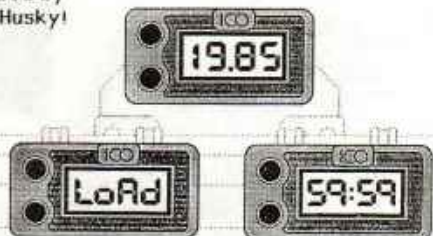
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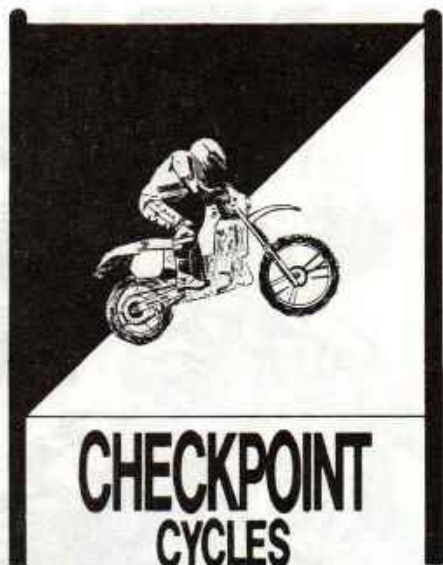
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- 4-26 N.A.S.T.
- 5-3 SIDEWINDERS (Former Ridgerun's)
- 5-24 DUSTY WHEELS
- 8-16 LOOKOUT MOUNTAIN (Georgia)
- 8-30 CENTRAL MS ENDURO CLUB (National)
- 9-13 LOUISIANA TRAIL RIDERS
- 9-27 TURKEY CREEK
- 10-11 B'HAM T & T
- 10-25 ACADIANA
- 11-1 PERRY MOUNTAIN
- 11-15 SANDBLASTERS

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