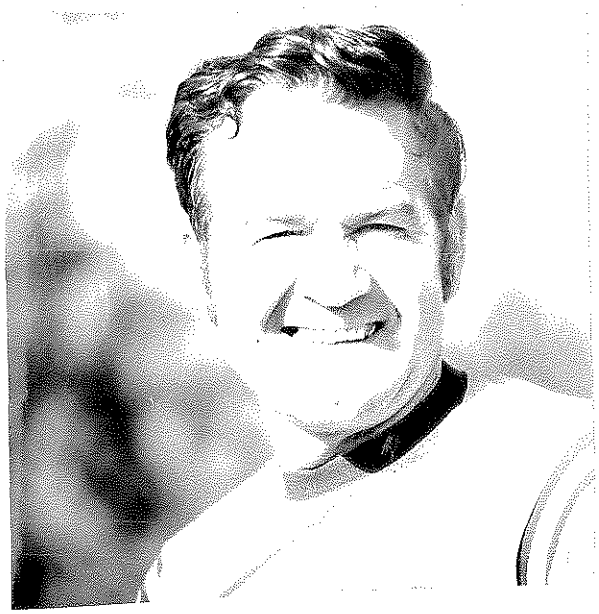
TEXAS STATE CHAMPIONSHIP

ENDURO CIRCUIT

HISTORY



TEXAS STATE CHAMPIONSHIP
ENDURO CIRCUIT
2833 LIVEOAK LANE
BEDFORD, TEXAS 76021

ROY E. POOL
CHAIRMAN

(817) 540-0094

8. Now, as you can see, there will have to be some money coming in from somewhere in order to cover postage for news bulletins etc., and to cover the cost of the trophies to be awarded to the winners at the end of the season. We have proposed several ways to cover this item.

   a. After we decide how many trophies we are going to give out at the end of the season - we can determine how much the trophies will cost and divide the amount equally between all the clubs on the circuit.
   b. We could have each club charge 25¢ or 50¢ on top of their entry fee and pay for the expenses this way.
      Example: If you are planning on charging $5.00 entry fee for your enduro - when you put out your entry forms, make the entry fee $5.50 to the contestant.
   c. Each club contact a local dealer and ask for a donation for this purpose. We should be able to interest local dealers around the state in something of this nature that is on a statewide scale. Contact your local dealers and sound him out on the subject. (We have gotten good response in the Dallas area on this already).

9. All of the money that is received, by whatever manner you decide, will stay within the Circuit.

10. We plan to have all enduros advertised in the local supporting cycle papers (Mid-America, Cycle Central, etc.) and will also plan to publish all results of each enduro on the circuit with point total standings.

11. A thought to be considered: how about presenting the trophies to the winners at a special banquet the night before the first enduro of the next season. All winners to receive special invitations to the awards. Sponsoring club of the first enduro of the season to be the host for the event. Think about it and discuss it with your club.

As all of you know for something statewide like this to work - it will take all of us working together and I do mean working to put this together and make it work!

We would like for you to discuss this proposal for a Texas State Championship Enduro Circuit with members of your club and elect a spokesman for your club, preferably an enduro rider, to be your representative to work with this circuit committee. Send his name, address, and phone number to me so that I may correspond direct with him on circuit business.

Any additional ideas or comments are welcomed. This is to be your Enduro Circuit, so if you have an opinion concerning any of the aforementioned or other ideas - send them to me. After we have gathered all the additional comments and ideas from you - we will put them all together and submit them to you for a final decision. REMEMBER - we must have all this information back from you and your three potential enduro dates no later than June 30, 1973!!!

Thanks for your interest in the circuit and feel free to write or call me if you have a question. Hope to hear from you all soon!

Sincerely,

Roy E. Pool
26 Kenneth Drive
Euless, Texas 76039
817-267-5078

cc: Houston Trail Riders
Sweeney Enduro Club
Gulf Coast Asso.
San Antonio
Amarillo Trk. & Trl. Asso.
Lubbock Trail Riders
Austin - J. Fotjik & Troy Taylor
Cecil Jones - McAllen
Stump Jumpers - Euless
Trail Blazers - Ft. Worth
Red River Enduro Club
Denton Dirt Riders
Jimmy Jones - Bastrop
Dee Williams - Nacogdoches
Ft. Hood Dirt Riders
Glenn Patton - Midland
Muenster Jaycees

Texas State Enduro Championship Rules

1. Circuit to consist of ten enduros. They are:

Club	Date	Location
1. Sweney	Sept.	Sweney, Texas
2. Stump Jumpers	Sept. 30-73	Muenster, Texas
3. Ft. Hood	Oct. 7-73	Ft. Hood, Tex.
4. Houston	Oct. 14-73	Sam Houston
5. Lubbock	Nov. 18-73	Nat'l Forrest Post, Tex.
6. Austin	Dec. 2-73	Bastrop, Tex.
7. Odessa Permian Basin	Feb. 24-74	Odessa, Tex.
8. Muenster J.C.'s	Mar. 24-74	Muenster, Tex.
9. Gulf Coast	May 19-74	Beaumont, Tex.
10. Trail Blazers	June 2-74	Jacksboro, Tex.

2. The best seven scores per rider will be taken for Championship points.
3. Men's classes are: 0-100; 101-200; 201-250; 251-0 (Each enduro must have these classes)
4. One P.P. class to be counted for Women's Texas Enduro champ and 5 other places given.
5. There will be one Grand Overall Champion plus 5 places per class given.
6. A.M.A. rules will be used as a guideline.
7. Host clubs must give a minimum of 3 trophies per class and it is recomended that 10% of the riders in each class be trophied if more than 30 riders per class.
8. The (Tex champ.) point system will be as follows:

Overall — 14 points

1st class	12 points	7th class	6 points
2nd class	11 "	8th class	5 points
3rd "	10 "	9th class	4 points
4th "	9 "	10th class	3 points
5th "	8 "	All other finishers recieve 1 point	
6th "	7 "		

TEXAS STATE ENDURO CHAMPIONSHIP

ENDURO RIDERS!
AT LONG LAST...AN ENDURO CIRCUIT!!

For the State of Texas residents—and sanctioned by the North Texas Trail Riders Association and sponsored by the state's top motorcycle trail-minded and enduro clubs and individuals!!

WHAT!!!Enduros—Ten(10 of them in all!

WHY!!! To determine who (maybe you) is the very best enduro rider in the entire State of Texas! And the top ten riders in every class in the State.

HOW!!! By combining the best seven (7) scores out of a possible ten (10) enduros and accumulated toward the State Overall Champion and the top ten riders in each class.

For each enduro you ride, you could make the following possible points:

OVERALL 14 points. 1st - class placer 12 points, 2nd - class placer 11 points, 3rd - class placer 10 points, 4th - class placer 9 points, 5th - class placer 8 points, 6th - class placer 7 points, 7th - class placer 6 points, 8th - class placer 5 points, 9th - class placer 4 points, 10th - class placer 3 points.

All other legal finishers will receive one (1) point. Only seven enduros will be counted toward the championship. Ride all ten enduros and your best seven scores will be counted! It's up to you!!!

WHERE!!! (Write to clubs direct—for entry forms.)

1. Sweeney M-C Club—Sept. 23, 1973
   P. O. Box 32
   Danciger, Tx. 77431

2. Stump Jumpers M-C—Sept. 30, 1973
   P. O. Box 132
   Euless, Tx. 76039

3. Ft. Hood M-C—Oct. 7, 1973
   1407 Arkansas
   Killeen, Tx. 76540

4. Trail Riders of Houston—Oct. 14, 1973
   P. O. Box 22932
   Houston, Tx. 77027

5. Lubbock M-C—Nov. 18, 1973
   c-o 3602 59th St.
   Lubbock, Tx. 79413

6. Troy Taylor &
   Jimmy Fotjik—Dec. 2, 1973
   c-o 1410 Newton St.
   Austin, Tx. 78704

7. Permian Basin M-C February 24, 1974
   2709 Beechwood
   Odessa, Tx. 79761

8. Muenster Jaycees—March 24, 1973
   P. O. Box 13
   Muenster, Tx. 76252

9. Gulf Coast M-C—May 19, 1974
   P. O. Box 1092
   Nederland, Tx. 77627

10. Trailblazers M-C—June 2, 1974
    co-Marvin Youngblood
    3021 Alta Mere
    Ft. Worth, Tx. 76116

CLASSES: 0-100, 101-125, 126-200, 201-250, 251-Open & Women's Open (all cc's).

AWARDS!!!!Awards and prizes to be given to the winners at a banquet to be held the night before the first enduro in Sept. '74.

One **Grand Overall Champion** enduro rider will be named as a result of his performance and accumulation of points for 7 of 10 of the above enduros. A huge trophy **PLUS.....a brand new 1974 Yamaha Enduro motorcycle** * will be his reward as well as the knowledge that he is the very best enduro rider in our great State of Texas!!P!!!And.....big trophies awarded to the top five place finishers in each class!!!!

Women's Open will also have an Overall Champion named too!!!! Plus five places with big trophies for each will be awarded. Women's Open Overall champion will receive a beautiful leather riding suit and a trophy!!!

ONLY RESIDENTS OF THE STATE OF TEXAS WILL BE ELIGIBLE FOR POINTS TOWARDS THE STATE OF TEXAS CHAMPIONSHIP!!! Riders from other states may participate in any enduro listed but will not be permitted to accumulate any points toward the Texas State Enduro Championship. All out of state riders are welcome to compete for trophies by the host club of each enduro.

* Motorcycle donated courtesy of:
Arlington Yamaha (Arlington)
Big D Yamaha (Dallas)
Bill's Yamaha (Grapevine)
Carter's Yamaha (Dallas)
Cow Town Yamaha (Ft. Worth)
Yamaha of Texas (Ft. Worth)
Yamaha West (Ft. Worth)
Knowles Cycles (Irving)

For further information contact: Roy E. Pool, Chairman, 704 Brownstone St., Euless, Texas, 76039, 817-267-5078.

Committee: 1. Ken Allmond, 2. Fred Barney, 3. W. T. Cotton.

TEXAS STATE ENDURO CHAMPIONSHIP

SWEENEY ENDURO CLUB will host the first in a series of 10 enduros to determine the state champion.

SEPTEMBER 23

CLASSES

0-100
101-200
201-250
251-OPEN
POWDER PUFF

INFORMATION

day (713) 548-3215
night(713) 548-2564

Bishop aces Tex Enduro

by Roy Pool

MUENSTER, TX., Sept. 30-The Stump Jumpers Motorcycle Club of Euless, Texas sponsored an enduro on September 30 on the 3,000 plus acres of ranch land owned by Van Harris near Bulcher, Texas bordering Texas and Oklahoma along the Red River. The enduro was approximately 80 miles long and run in two luops uf approximately 40 miles each. With a 15 mph average, the terrain proved to be a test of both man and machine.

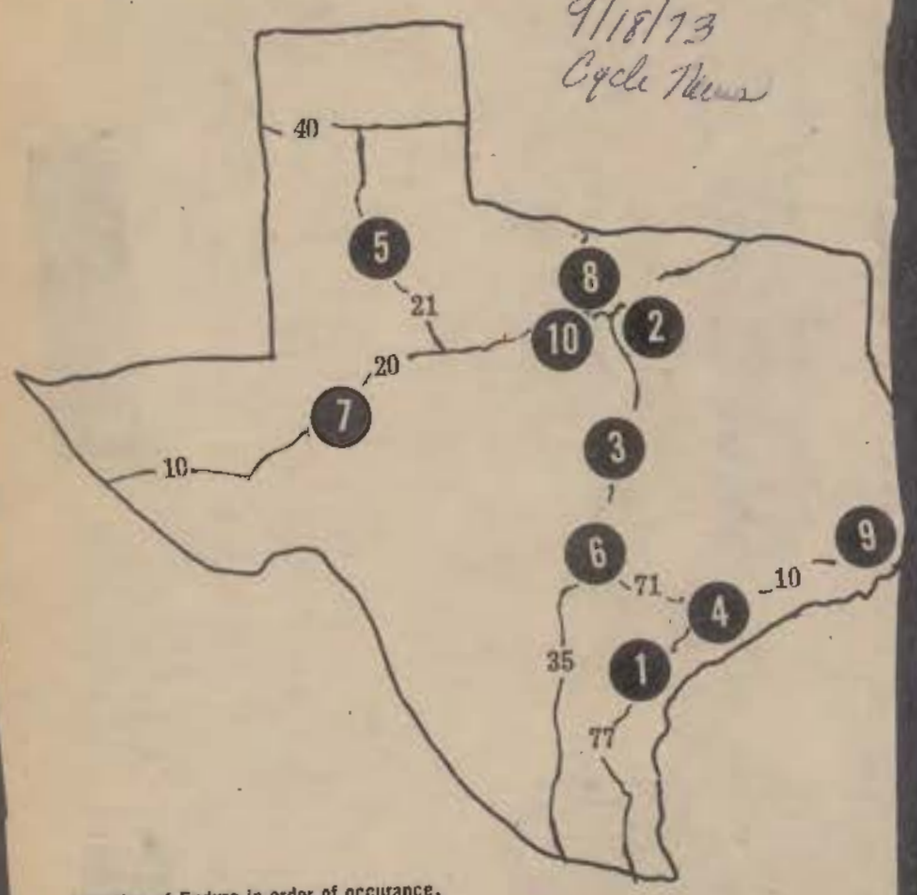
There were over 370 entries in the enduro which proved to be a fine start for the enduro season as well as the Texas State Championship Enduro Circnit. Riders came from as far away as Houston, Lubbock, Beaumont and Corpus Christi. Several out of state entrants were also listed.

The enduro was second in a series of enduros to be run on the Texas State Championship Circuit. Points were awarded to the winners of the enduro in their respective classes and also to all the legal finishers. A legal finisher is classified as anyone that managed to make all the timed checkpoints within their one hour and 59 second limit. All legal finishers received on point on the Texas State Circuit.

The Sweeny Enduro Club was originally listed to have held the first in the series of ten (10) Texas State Championship enduros on September 23; however, this enduro had to be postponed and will now be run November 11. Entries are still being taken by mail until November 7.
RESULTS: Overall: Charles Bishop (Yam 175).
Women's Open: 1. Betty Hayes, 2. Vicki Allen, 3. Beverly McQueen.
0-100: 1. E.W. Brvan, 2. Chas. Wagley, 3. Gene Harris.
101-125: 1. Arthur White, 2. George Duchesne, 3. Jack Moss.
125-200: 1. John Hayes, 2. Milton Wendrock, 3. Robert Dreggors.
201-250: 1. Jerry Hunzeker, 2. Duane Evans, 3. C.A. Roberts.
251-Open: 1. Don Primm, 2. Roy Pool, 3. Edward Allen.

MOTOBIKE GEOGRAPHY

9/18/73
Cycle News



Location of Enduro in order of occurance.

1. Danciger
2. Euless
3. Killeen
4. Houston
5. Lubbock
6. Austin
7. Odessa
8. Muenster
9. Nederland
10. Ft. Worth

Texas Enduro Circuit

Now all you Enduro freaks can come out of the woods and get prepared for a Ten-Enduro Circuit. It is for the State of Texas residents, and sanctioned by the North Texas Trail Riders Association and sponsored by the state's top motorcycle trail-minded and enduro clubs and individuals. The purpose of the circuit is to determine who is the very best enduro rider in the entire state of Texas and the top ten riders in every class in the state. The winners will be selected by combining the best seven scores out of a possible ten enduros accumulated toward the State Overall Champion and the Top Ten Riders in each class. For each enduro you ride, you could make the following possible points: Overall, 14 points; 1st, 12; 2nd, 11; 3rd, 10; 4th, 9; 5th, 8; 6th, 7; 7th, 6; 8th, 5; 9th, 4; 10th, 3.

All other legal finishers will receive one point. Only seven enduros will be counted toward the championship. Ride all ten enduros and your best seven scores will be counted. The schedule for the enduros is as follows: 1. Sept. 3, 1973: Sweeney M/C Club, PO Box 32, Danciger, Texas 77431; 2. Sept. 30: Stump Jumpers M/C, PO Box 132, Euless, Tx 76039; 3. Oct. 7: Ft. Hood M/C, 1407 Arkansas, Killeen, Tx 76540; 4. Oct. 14: Trail Riders of Houston, PO Box 22932, Houston, Tx 77027; 5. Nov. 18: Lubbock M/C, % 3602 59th St., Lubbock, Tx 79413; 6. Dec. 2: Troy Taylor and Jimmy Fojtik, 1410 Newton St., Austin, Tx 78704; 7. Feb. 24, 1974: Permian Basin M/C, 2709 Beechwood, Odessa, Tx 79761; 8. Mar. 24: Muenster Jaycees, PO Box 13, Muenster, Tx 76252; 9. May 19: Gulf Coast M/C, PO Box 1092, Nederland, Tx 77627; 10. June 2: Trailblazers M/C, % Marvin Youngblood, 3021 Alta Mere, Ft. Worth, Tx 76116.

Write to the clubs direct for information and entry forms.

Classes are: 0-100, 101-125, 126-200, 201-250, 251-Open and Women's Open (all cc's). The awards and prizes will be presented at a banquet held the night before the first enduro in Sept. 1974. One Grand Overall Champion enduro rider will be named as a result of his performance and accumulation of points from 7 of 10 of the above enduros. A huge six-foot trophy plus a brand new 1974 Yamaha Enduro motorcycle will be his reward as well as the knowledge that he is the very best enduro rider in the great state of Texas. And -- big trophies will be awarded to the top five place finishers in each class. Women's Open will also have an Overall Champion named, plus five places with big trophies. Women's Open Overall champion will receive a beautiful leather riding suit and a trophy.

Only residents of the state of Texas will be eligible for points toward the State of Texas Championship. Riders from other states may participate in any enduro listed but will not be permitted to accumulate any points toward the Texas State Enduro Championship. All out of state riders are welcome to compete for trophies by the host club of each enduro.

This enduro circuit is the first of many. For further information contact: Roy E. Pool, Chairman, 704 Brownstone St., Euless, Tx 76039. (817) 267-5078.

-GULF COAST MOTORCYCLE NEWS November 1973
RY

MUENSTER ENDURO

By Roy Pool, Chairman Texas State Championship Enduro Circuit

MUENSTER, TEXAS, SEPT. 30, 1973--The Stump Jumpers Motorcycle Club of Euless, Texas sponsored an enduro on September 30 on the 3,000+ acres of ranch land owned by Van Harris near Butcher, Texas bordering Texas and Oklahoma along the Red River. The enduro was approximately 80 miles long and run in two loops of approximately 40 miles each. With a 15 MPH average, the terrain proved to be a good test of both man and machine.

RESULTS Overall: Charles Bishop, Houston (Yam 175) 6 pts.

Women's Open—1. Betty Hayes, 2. Vicki Allen, 3. Beverly McQueen, 4. Sarah Watts, 5. Lynett Pool, 6 Sherry Moore.

0-100—1. E. W. Bryan, 9 pts., 2. Chas. Wagley, 11 pts., 3. Gene Harris, 20 pts., 4. R. M. Schmiedke, 28 pts., 5. Joel Coker, 34 pts., 6 Dean Beddon, 39 pts., 7. Chas. Crouso, 46 pts., 8. Jim Sherrill, 55 pts., 9. Mickey Jordan, 82 pts., 10. Lyndon Holcomb, 84 pts.

101-125—1. Arthur White, 13 pts., 2. Gov. Duchesne, 18 pts., 3. Jack Moss, 23 pts., 4. Jack W. Moss, 25 pts., 5. Raymond Buck, 26 pts., 6. Jack Slay, 27 pts., 7. Kinki Koi, 29 pts., 8. Steve Jones, 29 pts., 9. Jack Mitchell, 33 pts., 10. Bill Pando, 31 pts.

There were over 370 entries in the enduro which proved to be a fine start for the enduro season as well as the Texas State Championship Enduro Circuit. Riders came from as far away as Houston, Lubbock, Beaumont and Corpus Christi. Several out of state entrants were also listed.

The enduro was second in a series of enduros to be run on the Texas State Championship Circuit. + Points were awarded to the winners of the enduro in their respective classes and also to all the legal finishers. A legal finisher is classified as anyone that managed to make all the timed checkpoints within their one hour and 59 second limit. All legal finishers received one point on the Texas State Circuit.

126-200—1. John Hayes, 7 pts., 2. Milton Wendrock, 7 pts., 3. Robert Dreggers, 9 pts., 4. John Wagley, 15 pts., 5. Dale Breedlove, 21 pts., 6. Troy Taylor, 21 pts., 7. Dee Williams, 22 pts., 8. Danny Meyers, 22 pts., 9. Chris Dandridge 24 pts. 10. Perry Davis, 25 pts.

201-250—1. Jerry Hunzeker, 11 pts. 2. Duane Evans, 14 pts., 3. C. A. Roberts, 15 pts., 4. Terry Chitsy, 15 pts., 5. Terry Cook, 15 pts., 6. Dickey Laney, 16 pts. 7. Dan Brinkman, 16 pts., 8. Henry Polley, 18 pts., 9. Jim Fojtik 20 pts. 10. Billy Hill, 21 pts.

251 Open—1. Don Primm, 8 pts., 2. Roy Pool, 9 pts., 3. Edward Allen, 12 pts. 4. Ronnie Webb, 14 pts., 5. C. F. Powell, 17 pts. 6. Bruce Rose, 18 pts. 7. Richie Gardner 19 pts. 8. Gerald O'Brien, 23 pts. 9. Stan Walker, 23 pts. 10. Jerry Bridges, 25 pts.

The Sweeny Enduro Club was originally listed to have held the first in the series of ten (10) Texas State Championship Circuit enduros on September 23; however, this enduro had to be postponed and will now be run November 11. Entries are still being taken by mail until November 7.

June 28, 1973
Box 22932
Houston, Texas 77027

Mr. Roy Pool
26 Kenneth Dr.
Euless, Texas 76039

Dear Mr. Pool,

Please forgive us for being so slow in responding to your letter concerning the Texas State Championship Enduro Circuit for 1973-74 . Our President, Bill Reed, has been out of the country on business, and we preferred to act with his approval.

Our Executive Board met Tuesday, June 26, and approved The Trail Riders Of Houston's cooperation in staging one of the seven enduros. Of course, we would like to be an active participant in the finalization of rules, etc. that would occur in putting this event into existence .

At this time, our 1974 schedule has not been finalized and we have only one date open in 1973 which we would like to submit as our 1st, 2nd, and 3rd choices. The date is Sunday, Oct. 14, 1973. This is our yearly Caney Creek Enduro which as you know was the 1972 Texas State Championship.

Our representative to the Competition Committee will be one of our board members, Mr. Joe Wolf. His address is 10911 Willowisp , Houston 77035 and the telephone number is a/c 713 723 8532. Thanks so much in advance for your hard work. Looking forward to meeting you and Lynette.

Sincerely,

TRAIL RIDERS OF HOUSTON

(Mrs.) Debbie Jackson

DEbbie Jackson, Secretary

trh
trail riders
of houston

7 August, 1973

Dear Roy, and fellow Committee members,

We of the TRH Enduro Division are delighted to hear about the State Enduro Championship Series. This is something we have been pushing for for some time. It means 5000plus miles for competitors in our club, because most of the events are a long way from Houston. But you can be sure the serious riders will be there!

At our July meeting of the TRH Enduro Division we discussed the Series enthusiastically, and came up with several thoughts. If there is a chance for rethinking some of the rules, and making a few suggestions before the Series starts, we have some ideas. There are lots of requests for separating classes 101-150 and 151-200. TRH has put on so many Enduros, we feel we can be of help to other clubs in standardizing some of the event procedures, to help the Series hang together. We suggest all events use the following:

1. The Flip-card Checkpoint scoring system.
2. Drawing for starting position numbers.
3. Standardized markings, with special emphasis on the use of arrows instead of non-directional ribbon.
4. 94 db sound test. (the AMA meter is what we use.)
5. Standardized entry fees.
6. Entrant and Finisher patches or pins.

We have forms and paperwork explaining how our systems work, for our Checkpoint officials, that we would be happy to send you. Then you could distribute them as the standard system. Please call on us if we can assist you in any way.

When you refer to us in future announcements please use the name Trail Riders of Houston. There are at least three motorcycle clubs in Houston.

Congratulations again on getting the Series set up.

Joe Wolf
Chairman, Trail Riders of Houston Enduro Division, speaking for the members of TRHED.

P.O. BOX 22932 - HOUSTON, TEXAS 77027

P.S.

THE FLYERS ON THE LABOR DAY WEEKEND 24 HOUR ENDURO ARE NOT YET PRINTED. WHEN THEY ARE I WILL SEND YOU SOME. COULD YOU SUPPLY US WITH A CLUB ADDRESS LIST, SO WE CAN ADD THEM TO OUR MAILING LIST. YOU CAN SAVE SOME POSTAGE MAILING TO US BECAUSE I HAVE WRITTEN AN ARTICLE FOR TRH NEWS & GAS STOP AND, IF YOU LIKE, FOR MID-AMERICA CYCLE NEWS & CYCLE NEWS WEST. INTERESTED RIDERS FROM TRH WILL CONTACT YOU OR ME... OTHERS WILL CONTACT YOU.

ABOUT THE 24 HOUR.. IT WILL BE 2 MAN, 1 OR 2 BIKES FOR A <u>REASONABLE</u> COURSE... AVERAGE PROBABLY 12 MPH. TIMEKEEPING & BIKE/RIDER ENDURANCE WILL BE THE KEYS!

Joe

TEXAS STATE ENDURO CHAMPIONSHIP RULES

1. Circuit will consist of ten (10) enduros as follows:

Sponsoring Club	Date	Location
1) Sweeney	September	Sweeney, Tx.
2) Stump Jumpers (Euless)	9-30-73	Muenster, Tx.
3) Ft. Hood	10-7-73	Ft. Hood, Tx.
4) Houston	10-14-73	Sam Houston Nat'l. Forrest
5) Lubbock	11-18-73	Post, Tx.
6) Austin	12-2-73	Bastrop, Tx.
7) Odessa Permian Basin	2-24-74	Odessa, Tx.
8) Muenster, Tx. Jaycee's	3-24-74	Muenster, Tx.
9) Gulf Coast	5-19-74	Beaumont, Tx.
10) Trail Blazers (Ft. Worth)	6-2-74	Jacksboro, Tx.

2. The best seven (7) scores per rider will be taken for championship points.

3. Men's classes are: 0-100, 101-200, 201-250, 251-Open & (Each enduro must have these classes).

4. One Powder Puff class (includes all cc's) to be counted for Women's Texas Enduro Champion and five (5) other places given. (Sponsoring club will decide total mileage for women's class).

5. There will be one Grand Overall Champion plus five (5) places per class given.

6. A.M.A. rules will be used as a guideline.

7. Host clubs must give a minimum of three (3) trophies per class and it is recommended that 10% of the riders in each class be trophied if more than 30 riders per class.

8. The point system for the Texas State Championship Enduro Circuit will be as follows:

Overall	14 points
1st class placer	12 points
2nd class placer	11 points
3rd class placer	10 points
4th class placer	9 points
5th class placer	8 points
6th class placer	7 points
7th class placer	6 points
8th class placer	5 points
9th class placer	4 points
10th class placer	3 points

All other legal finishers will receive 1 point.

9. Each club will be responsible for their own scoring system for their enduro. (for the first year)

10. Host clubs must have their races scored and posted the day of the race.

11. Complete results (placement, scores, legal finishers, etc.) must be forwarded to Roy Pool within one week of the race plus 50¢ per rider entered.

12. All monies received shall be expended toward trophies, awards, and banquet plus communications cost.

13. A financial report shall be presented at the banquet accounting for monies received and expended.

14. Class points will not transfer to another class.

15. The banquet will be held in conjunction with the first enduro of the '74-'75 year.

16. Each club should send a complete mailing list to Roy Pool, 704 Brownstone Street, Euless, Texas 76039 (phone 817-267-5078), immediately! Very important!

17. Each club will be responsible for their own race publicity.

18. Only residents of Texas will be eligible for Texas Championship points.

19. We welcome suggestions and constructive criticism at any time. These will be given due consideration and possibly incorporated in our circuit at a later date.

20. The decision of the Texas State Championship Enduro Committee will be final.

Texas State Championship
Enduro Committee

1. Roy Pool - Chairman
2. Ken Allmond
3. W. T. Cotton
4. Fred Barney

Dec. 20 1973

POOL'S LEAD T.S.C.I.C. AT MID-POINT!!

By: Roy Pool

After a poor start in the enduro circuit, I was lucky and managed to put two overall wins in the bag along with placing high in the other four circuit enduros to come out leader at the half-way point by a narrow margin of one (1) point, followed closely by Charles Bishop of Houston in the 200 class and E. W. Bryan of Amarillo in the 100 class. But it is a great feeling to say that I am leading the T.S.C.I.C. at the midpoint.- - because there have been over 800 legal finishers in the first six enduros. I estimate that altogether - we have had over 1,000 participants in the first six enduros. There is four more enduros left on the '73-'74 circuit - - and placement is "up for grabs" in every class. The point spread in every class is running extremely close - no one person or class is "running away" with it. This is what makes the circuit so great - although I am leading the points for Overall now - - after the next enduro, I could be number 15 or 20.

I would like to take time out to "tip my hat" to the ladies that have entered the six enduros so far. This is my third year to follow the enduros around the south central state area and for the first two years there was just enough women entering the enduros to have a class. If there were as many as ten women entered in any one enduro, well - they really had a big class because there are just not as many women that are competitive minded. But since the T.S.C.I.C. was organized - there have been close to 50 different women entrants and at Lubbock (Post) - the ladies had 27 entries and had a larger class than the men's 100 CC class. I think this is fantastic! Not only has the circuit increased the interest among us men - but now our ladies are becoming more competitive minded and beginning to overcome their fear of getting hurt or getting in the way of the men riders and getting run over. I would like to say here and now that there have been many times that I have come up behind men riders and when I have tried to pass them - they would try to race me instead of moving over and letting me pass. They don't seem to understand that this is a race against the clock and not against another rider. And most of them end up against a tree, in a ditch or the river by riding over their heads. But I have never come up behind a woman in an enduro that didn't move over out of my way as soon as it was possible after they saw or heard me coming. I just wish that <u>all</u> riders would be as considerate. On behalf of the other men riders from over the state - I "tip my hat" to you ladies for having the courage to enjoy and participate in the great sport of competitive enduro riding.

As most of you know, my wife, Lynett, has been going to and entering the same motorcycle events that I have been riding for the last four years. And for the majority of that time, she has been winning her events in practically everything she has entered, and I was and am very proud of her not only for being a winner but for being the kind of woman that enjoys the same type of sports that I am interested in. I know many men that are not as fortunate as I in that respect.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT!!

'73-'74

- - - MID-SEASON POINT STANDINGS - - -

Well, here we are - - a little over halfway through the enduro circuit for '73-'74. Six of the ten scheduled circuit enduros has been completed. This release contains the mid-season point standings for all classes through the first six races.

Because of the threat of gas rationing and/or other steps the President may take in the very near future to conserve energy - there is a possibility that the remaining four races could be cancelled. The four remaining races are:

Odessa (2-24-74) - Muenster (3-24-74) - Gulf Coast (5-19-74) - Ft. Worth 6-2-74

These clubs and sponsors of each of these enduros will be the final authority in determing whether or not they want to go ahead with their enduros in the event of nation-wide gas rationing. Should any one or all of the enduros be cancelled - the following rules will apply to the circuit point system:

If 6 enduros completed - deduct 2 worst scores
If 7 enduros completed - deduct 2 worst scores
If 8 enduros completed - deduct 2 worst scores
If 9 enduros completed - deduct 3 worst scores
If 10 enduros completed - deduct 3 worst scores

(WATCH CYCLE NEWS CENTRAL, GULF COAST M/C NEWS, AND MID-AMERICA CYCLE NEWS- any cancellations will be announced in these papers)

Listed below are the official place standings as of December 20, 1973:

CLASS: 100 CC	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
[illegible] W. Bryan, Amarillo	12	Ø	12	12	XØ	12	48
[illegible]don Holcomb, Houston	X	Ø	11	9	11	11	42
[illegible]n Beddow, Amarillo	7	8	Ø	11	12	Ø	38
Charles Crouso, Lk. Jackson	6	11	Ø	6	Ø	9	32
David McQueen, Pinehurst	Ø	Ø	10	10	0	7	27
Bob McKnight, Nacogdoches	Ø	10	8	Ø	0	0	18
Harry Husberg	Ø	Ø	0	0	8	10	18
Gene Harris, Duncanville	10	Ø	Ø	7	0	0	17
Bill Jennings, Seabrook	1	Ø	9	5	Ø	0	15
Chas. Wagley, Plano	12	Ø	Ø	0	0	0	12
William McFarland, Victoria	Ø	12	Ø	0	0	0	12
R. M. Schmidke, Dallas	9	Ø	Ø	0	0	0	9
Irvin Thomas	Ø	Ø	0	0	9	0	9
Dan Priest, Pasadena	Ø	Ø	0	0	0	8	8
Joel Coker, Amarillo	8	Ø	Ø	0	0	0	8
C. C. Phillips	Ø	Ø	0	0	7	0	7
J. L. Wise, Brazoria	Ø	Ø	0	0	0	6	6
Jim Sherrill, Amarillo	5	Ø	Ø	0	0	0	5
Jim McCartney, Carrolton	Ø	Ø	0	0	0	5	5
Frank Detter	Ø	Ø	0	4	0	0	4
Barry Busbee, Austin	Ø	Ø	0	0	0	4	4
Mickey Jordan, Ft. Worth	4	Ø	Ø	0	0	0	4

CLASS: 125 CC	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
Arthur White, Houston	12	Ø	12	4	Ø	11	39
Jack D. Moss, Amarillo	10	9	Ø	12	X	1	36
Michael Bradshaw, S. Antonio	Ø	Ø	0	10	12	12	34
Raymond Duck, Houston	8	Ø	9	9	X	8	32
Kinki Koi, Austin	Ø	8	6	8	X	9	31
Jim Hill, Houston	Ø	10	X	1	1	10	22
Ray Conway	1	5	7	6	X	Ø	19
George Duchesne, Houston	11	Ø	Ø	1	3	0	15
Clint Gerke, Austin	1	11	X	Ø	1	1	14
Ron Zillious, Houston	Ø	Ø	11	1	0	1	13
Allen Talbert, Ft. Worth	1	Ø	Ø	5	6	1	13
Jack Mitchell, Duncanville	4	Ø	Ø	0	8	1	13
Phil Oliver, Dallas	0	12	Ø	Ø	0	0	12
Eddie Brasher	Ø	Ø	0	0	11	0	11
Jack W. Moss, Amarillo	9	Ø	Ø	0	1	1	11
Robert Meitzen	Ø	Ø	10	0	0	0	10
Bill Pando, Dallas	3	Ø	Ø	0	0	7	10
Glenn Wilson	Ø	Ø	0	0	10	0	10
Glenn Terry	Ø	Ø	0	0	9	0	9
Phil Payne	Ø	Ø	8	0	0	0	8
Jack Slay, Ft. Worth	7	1	Ø	Ø	0	0	8
Walter Hamelstrand	1	7	Ø	Ø	0	0	8
Jim Mast, Austin	Ø	Ø	0	0	0	8	8
Max Flowers	Ø	Ø	0	3	0	3	6
Jerry Parker	1	Ø	Ø	0	5	0	6
Marvin Youngblood	1	Ø	3	1	Ø	1	6
Glenn Smith, Euless	Ø	Ø	0	0	0	6	6
Cooksey	Ø	Ø	0	1	0	4	5
Bradshaw, San Antonio	Ø	Ø	0	1	4	0	5
Brown	Ø	Ø	5	0	0	0	5
[illegible]eve Jones, Nederland	5	Ø	Ø	0	0	0	5
Bob Brownlee, Amarillo	Ø	3	Ø	0	1	1	5
Jeff Grynwald	Ø	4	Ø	0	0	0	4
Ed James, Freeport	Ø	Ø	1	1	0	1	3
Bobby Poe	1	Ø	Ø	0	1	1	3
Vance Ketcherside, Amarillo	1	Ø	Ø	0	1	1	3
Joe Wolf, Houston	Ø	Ø	1	1	0	0	2
Gary Hart, Houston	Ø	Ø	0	1	0	1	2
Mike McDermott, College St.	Ø	Ø	1	0	0	1	2
Carl Peterson	1	Ø	Ø	1	0	0	2
Don Culpepper	Ø	Ø	0	1	1	0	2
Sam Bennett, San Antonio	Ø	Ø	0	1	0	1	2
Jerry W. Capers, Ft. Worth	Ø	Ø	0	0	1	1	2

CLASS: 200 CC	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
Charles Bishop, Houston	14	Ø	10	Ø	12	12	48
Milton Wendrock, San Antonio	11	Ø	14	11	XØ	11	46
Dale Dreedlove, Waco	8	11	8	X	3	X	30
Bee Williams, Nacogdoches	Ø	X	7	1	7	9	29
John Hayes, Ft. Worth	12	10	Ø	4	Ø	0	26
Robert Dreggors, Houston	10	Ø	Ø	1	8	0	19
Walter Boyd, Nederland	XØ	1	6	10	Ø	0	17
Don Engeling, Austin	1	1	Ø	1	14	Ø	17
Lee Compton, Del Valle	1	12	Ø	Ø	1	1	15
Phil Gandt, Houston	1	Ø	12	1	Ø	0	14
Richard Byrd, Houston	Ø	Ø	9	5	0	0	14
J. B. Courtney, Arlington	Ø	6	Ø	6	0	0	12
Ron Gassner, Richardson	1	4	Ø	Ø	0	7	12
Larry Priest, Houston	1	3	5	X	X	1	12
John Bejeck, Dallas	1	Ø	Ø	0	0	10	11
Ray Reeves, Austin	Ø	Ø	0	0	0	11	11
John Jackson	Ø	Ø	11	0	0	0	11
Grover Rogers, Waco	1	Ø	Ø	8	1	0	10
Jack Norton, Garland	1	Ø	Ø	7	1	0	9
Jack Parker, Killeen	Ø	9	Ø	0	0	0	9
John Wagley, Euless	9	Ø	Ø	0	0	0	9
Terry Norman, Irving	Ø	1	Ø	0	0	8	8
Steve Jones, Nederland	Ø	Ø	0	1	6	1	8
Bob Kresge, Bastrop	1	Ø	Ø	1	0	6	8
James Naler, Grapevine	Ø	7	Ø	0	0	0	7
Troy Taylor, Austin	7	Ø	Ø	0	0	0	7
Danny Meyers, Bowie	5	Ø	Ø	0	1	0	6
Hank Hayes, Dallas	Ø	Ø	0	0	0	5	5
Ronnie Sides, Killeen	Ø	5	Ø	0	0	0	5
Ken Atwood, Texas City	Ø	Ø	4	0	0	0	4
Roger Bradley	Ø	Ø	1	3	0	0	4
Chris Dandridge, Frisco	4	Ø	Ø	0	0	0	4
C. T. Cook, Houston	1	Ø	Ø	1	1	1	4
Gary Miller, Corpus Christi	1	Ø	1	1	Ø	1	4
Ken Schjab, Houston	1	Ø	Ø	1	1	1	4
Perry Davis, Irving	3	Ø	Ø	0	0	0	3
Roger Martin, Pearland	1	Ø	Ø	1	0	1	3
[illegible]	Ø	Ø	0	1	1	0	2

CLASS: 200 CC (continued)	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
James Johnson, Houston	Ø	Ø	0	0	0	3	3
Ken Burnam, Colo. City	1	Ø	Ø	0	1	1	3
Richard Sanders, Houston	Ø	Ø	3	0	0	0	3
Dean Bennett, Baycliff	1	Ø	1	Ø	0	0	2
Jimmy Clampet, Bowie	1	Ø	Ø	0	1	0	2
Tom Cope, Estelline	1	Ø	Ø	0	1	0	2
Richard Green, Bowie	1	Ø	Ø	0	1	0	2
Jim Kaszynski	Ø	Ø	1	1	0	0	2
Jim McCartney, Carrollton	1	Ø	Ø	0	1	0	2
David Roberts, Ft. Worth	1	Ø	Ø	0	0	1	2
Pat McDonald, Corpus Chr.	1	Ø	Ø	1	0	0	2

CLASS: 250 CC	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
C. A. Roberts, Houston	10	Ø	10	12	7	X	39
Terry Cook, Houston	8	Ø	12	/1	6	4	30
Jerry Hunzeker, Everman	12	7	Ø	X	9	1	29
Dicky Laney, Houston	7	11	Ø	1	5	Ø	24
Vincent Baker, Roanoke	1	X	8	1	1	12	22
Henry Polley, Dallas	5	4	Ø	X	4	8	21
Mike Davis, Irving	Ø	Ø	0	11	11	0	22
Jerry Chitsy, San Angelo	9	10	Ø	Ø	1	1	21
Henry Bostick, Dallas	1	Ø	Ø	5	12	1	19
Dan Brinkman, Austin	6	1	9	1	Ø	Ø	17
Ronald Oeschler	Ø	X	3	9	1	1	14
Billy Hill, Grand Prairie	3	Ø	Ø	10	1	0	14
Glenn Howell, Arlington	1	6	Ø	7	Ø	0	14
Michael McFarland	Ø	12	Ø	0	0	0	12
Calvin Klein, Houston	Ø	Ø	11	0	0	1	12
Ray Richardson	Ø	Ø	0	0	0	11	11
Charles McKibben, Webster	1	9	Ø	1	Ø	0	11
Duane Evans,	11	Ø	Ø	0	0	0	11
G. L. Allison, Midland	Ø	Ø	0	0	10	0	10
William McDavis, Irving	Ø	Ø	0	0	0	10	10
Walter Nerren, Nacogdoches	1	3	4	1	Ø	Ø	9
John Lewis, Ft. Hood	Ø	Ø	0	0	0	9	9
Donald Nall	Ø	Ø	0	8	0	0	8
David Hickman, Ft. Worth	Ø	8	Ø	0	0	0	8
Richard Smith	Ø	Ø	7	1	0	0	8
Pat Henry, Amarillo	Ø	Ø	0	0	8	0	8
Gerald Henderson, Amarillo	1	5	Ø	Ø	1	1	8
Jay Hickey, Ft. Hood	1	Ø	Ø	0	0	6	7
Richard Walker	Ø	Ø	0	0	0	7	7
Charles Cornelius	Ø	Ø	0	6	0	1	7
D. Flint	Ø	Ø	6	0	0	0	6
Randy Cochran, Arlington	Ø	Ø	0	4	1	0	5
Don Gautier, Killeen	Ø	Ø	0	0	0	5	5
Cliff Todhunter	Ø	Ø	5	0	0	0	5
Jimmy Potjik, Austin	4	Ø	Ø	0	0	0	4
David Parker	Ø	Ø	0	3	0	1	4
Calvin Cardwell, Austin	1	1	Ø	Ø	1	0	3
Ronald Brady, Lubbock	Ø	Ø	0	0	0	3	3
Dallas Alford, Amarillo	Ø	Ø	0	0	3	0	3
Bill Davis, Irving	Ø	Ø	0	1	1	1	3
Paul Engeling, Sugarland	Ø	Ø	0	1	0	1	2
Louis Pennington	1	Ø	Ø	1	0	0	2
Charles Price, Midland	1	Ø	Ø	0	1	0	2
Don Riddles, Wichita Falls	1	Ø	Ø	0	1	0	2
Richard Trent, Wichita Falls	1	Ø	Ø	0	1	0	2
Leo Stinnett, Austin	1	Ø	Ø	0	1	0	2

CLASS: Open	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
Roy Pool, Euless	11	Ø	Ø	14	10	14	49
Richie Gardner, Irving	Ø	8	Ø	11	12	12	43
Stan Walker, New Caney	/Ø	11	12	10	8	Ø	41
Edward Allen, Houston	10	Ø	12	6	7	X	35
Robert Cardner, Houston	Ø	6	10	9	Ø	8	33
C. F. Powell, San Antonio	8	Ø	8	12	Ø	1	29
Gerald O'Brien, Irving	5	9	Ø	Ø	9	0	23
Ronnie Webb, Wichita Falls	9	Ø	Ø	5	1	1	16
Don Primm, Wichita Falls	12	Ø	Ø	1	1	1	15
Mike Casper, Killeen	Ø	14	Ø	0	0	0	14
Jeff Moody, Houston	1	Ø	9	4	Ø	0	14
Jack O'Leary, Austin	Ø	12	Ø	0	0	0	12
Frederick Partos, San Antonio	Ø	Ø	0	0	0	11	11
Joe Dengler, Ft. Hood	Ø	10	Ø	0	0	0	10
K. Franks, Houston	1	7	Ø	Ø	1	1	10
J. R. Houghton, Gainesville	Ø	Ø	0	0	0	10	10
Guy Morris, McAllen	Ø	Ø	0	0	0	9	9
L. P. Lee, Houston	1	Ø	7	1	Ø	0	9
Bruce Rose, Ft. Worth	7	Ø	Ø	0	0	0	7
Ray Cleveland, Austin	1	Ø	Ø	0	1	5	7
J. B. Henry, Belton	Ø	Ø	0	0	0	7	7
Bob Steward, Amarillo	1	Ø	Ø	1	4	0	6
Bob Talbot, Austin	Ø	Ø	0	0	0	6	6
Kenneth McMillin, Cedar Park	Ø	5	Ø	0	0	0	5
Reggie Sasser, Spring	1	Ø	1	Ø	0	3	5
Robert Meitzen, Houston	Ø	Ø	0	0	0	4	4
Jerry Bridges, Lubbock	3	Ø	Ø	0	0	0	3
James Humphery, Odessa	1	Ø	Ø	0	1	0	2
James Martin, Odessa	1	Ø	Ø	0	1	0	2
Errol Simpson, Electra	1	Ø	Ø	0	1	0	2

CLASS: Women's Open	Muenster	Ft. Hood	Houston	Sweeny	Lubbock	Austin	TOTAL
Lynett Pool, Euless	Ø	12	Ø	12	10	10	44
Vicki Allen, Houston	11	XØ	10	10	12	Ø	43
Carol Jones, Port Neches	Ø	Ø	12	11	9	11	43
Beveryly McQueen, Pinehurst	10	7	Ø	9	Ø	12	[illegible]
Sherry Moore, Abilene	8	9	Ø	Ø	7	0	[illegible]
Betty Hayes, Ft. Worth	12	11	Ø	Ø	0	0	[illegible]
Mary McKinney, Arcadia	Ø	Ø	12	8	1	0	[illegible]
LaVerne Phillips, Abilene	Ø	6	Ø	0	0	0	[illegible]
Donna Burnam, Colo. City	Ø	5	Ø	0	1	0	[illegible]

But since the T.S.C.E.C. has been organized, in Lynett's own words, the women riders are "coming out of the woodwork" and instead of merely "showing up" - she now has good competition. And I know for a fact, that she is enjoying this very much. She used to go to the enduros thinking it was going to be just another Sunday ride for her, but this year, on the way down to the enduros, she is talking about her competition in Vicki Allen, Carol Jones, Beverly McQueen, Betty Hayes and others. And now, she worries me to death about her bike the week before we go to a circuit enduro - wanting to know if I have checked this or fixed that or done this or done that! I hardly have time to get my bike ready - because she has me working on her's till midnight every night. Now she thinks her bike must be in A-1 shape before every enduro - just like mine - and oh boy, if it happens to break during an enduro - - then I nearly have to walk home!!

Lynett got off to a poor start on the circuit when she broke her contact lense the morning of the first enduro at Muenster. Unfortunately, she failed to take a spare along with her to the race - so consequently she was unable to finish which started her off in the circuit with a low score. But after completeing the six enduros, she is leading her class with one point over Vickie Allen and Carol Jones who are tied for second and third place.

I understand that Betty Hayes will be back in the circuit soon. Betty rode the first three enduros and then had to drop out because of surgery. Remember girls, she won 1st and 2nd in two of the only three enduros that she entered - better watch out for her when she comes back!

Ladies, keep up the good work you are doing and take time to encourage any other women riders you may know and invite them to ride one of the circuit races. The more you have entered - the more enjoyable it will be for you. Motorcycle riding and competition is not only for their husbands, sons and boyfriends - but for them too. And I can testify that it has been more enjoyable for me because my lady enjoys it too.

I hope that you all have enjoyed the T.S.C.E.C. as much as Lynett and I have and we hope to see you all at the remaining four enduros

The following is the results at the mid-way point and the official Circuit point standings:

12-2-73

BY: LYNETT POOL

POOL CAPTURES SECOND OVERALL IN T.S.C.E.C.

Rockne, Texas: Jimmy Fotjik and Troy Taylor of Austin, hosted the annual Texas Championship Enduro with headquarters and the starting line for the enduro at Leon's Store in Rockne, Texas on December 2. 492 eager enduro enthusiasts converged on the tiny town of Rockne in tents, campers and camping trailers, cots and bedrolls. Not even President Nixon and the alleged (?) gas shortage could deter the avid enduro rider from a scheduled circuit enduro. After talking to several riders who came from as far away as Lubbock and Amarillo in far West Texas, I don't think anything, short of the threatened gas rationing, will keep the serious enduro rider away from the four remaining circuit enduros.

Leon's Store is the annual site for this enduro and Troy and Jimmy always manage to put together a really fun enduro - beautiful country with lots of excellent riding - good enduro territory. Leon's Store caters a Bar-B-Q chicken dinner with all the trimmings Sunday after the enduro and is looked forward to by many tired enduro riders after a good long, hard ride.

A pair of mounted six-foot Texas Longhorns and a plaque in the shape of Texas with names of past winners over the last 12 years was awarded to the Overall winner, losing 8 points - Roy Pool of Euless, Texas. Pool, 40 years old (and a grandpa), rides a 360 Yamaha and is currently sponsored by the Arlington Yamaha people in Arlington, Texas. The Texas Longhorns are awarded to the Overall winner once each year and whoever wins the horns 3 years consecutively may claim them permanently - but no one has been able to accomplish this so far. This is the second Overall win for Pool on the enduro circuit this season. Charles Bishop of Houston won Overall at Muenster, Sept. 30. Mike Casper won Overall at Ft. Hood, Oct. 7. "Wendy" Wendrock won Overall at Houston, Oct. 14. Pool won his first Overall at Sweeny, Nov. 11. Don Engeling of Austin won Overall in Lubbock, Nov. 18.

This was the sixth race in the series of ten enduros in the Texas State Championship Enduro Circuit. There is a possibility that the circuit will not be able to complete all of the remaining four races, due to the threat of President Nixon's gas rationing. As Roy told a lot of you before the Rockne Enduro - the sponsors of the remaining enduros will have the final say on whether or not they want to go ahead with their enduros regardless of whether or not there is a gas ration. In the event, that one or all of the remaining four circuit enduros has to be cancelled the following rules will pertain to the circuit concerning the point system:

Six enduro completed - - Drop two (2) worst scores
Seven enduro completed - Drop two (2) worst scores
Eight enduro completed - Drop two (2) worst scores
Nine enduro completed - Drop three (3) worst scores
Ten enduro completed - Drop three (3) worst scores

IF ANY SPONSOR OR CLUB DECIDES TO CANCEL THEIR ENDURO - - YOU WILL BE NOTIFIED THROUGH THIS NEWS OUTLET!!

ROCKNE RESULTS - 12-2-73

Overall - 8 pts - Roy Pool, Euless, Tx.

100 CC: (1) E. W. Bryan (2) Lyndon Holcomb (3)
125 CC: (1) Michael Bradshaw (2) thur D. White
200 CC: (1) Charles Bishop (2) Ray Reeves (3) J
250 CC: (1) Vincent L. Baker (2) Roy Richardson
Open: (1) Richie Gardner (2) Frederick Portas
Women's Open: (1) Beverly McQueen (2) Carol Jo

T E X A S S T A T E C H A M P I O N S H I P

December 20, 1973

Gentlemen:

This is the sixth release pertaining to results on the Texas State Enduro Circuit. This release contains the results of the Rockne Enduro held recently on Dec. 2., near Austin.

Because of the threat of gas rationing and/or other steps the President may take in the very near future to conserve energy - there is a possibility that the circuit will be unable to be completed as there are four races remaining to be run. There fore, it is imperative that the information contained in the attached release be printed in the earliest possible addition of your news media in order that the participants in the enduro circuit - which now is reaching the 1000 entrants mark - may learn of the proposed rule changes in the point system for the circuit in the event that one or all of the remaining enduros has to be cancelled.

Your cooperation in this matter will be greatly appreciated and also, let me take this opportunity to thank you for the printing of our prior releases in your news media.

Within the next few weeks or as soon as we can compile the mid-season results for the enduro circuit standings, you will receive a copy of it. It would be appreciated if this result standing could also be printed. It will be quite lengthy as there are nearly 1000 participants within the circuit at this time. We will try to make it as brief as possible.

Very truly yours,

Roy E. Pool, Chairman
T.S.C.E.C.
704 Brownstone St.
Euless, TX. 76039
817-267-5078

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28D – 1st – lost 2pt. 1st Chec
28C – 2ND – Lost 4pts 1st Chec

Sweeney M/C. Club –

To who it may Concern

Evidently there was an error made in the Results mailed to Roy Pool on the Sweeney enduro –
The one in Concern is between me + ~~Dean~~ Dean Bedelow – in the 100cc Class – We both Had lost 6 Points and at the trophy Presentation you gave me second Place + then noted that I had Beat Dean on the 1st. ch. + we traded trophies + I thought it was cleared up. Would you Please check this + drop Roy Pool a note of your findings my # was 28D + I believe Deans # was 28C –

Thank you –

E. W. Bryan

P.S. It Was a great Run + Really Enjoyed it, + so did Dean

T E X A S S T A T E C H A M P I O N S H I P
E N D U R O C I R C U I T

November 15, 1973

TRH
c/o Bob Harmon,
Chairman Caney Creek Enduro
14802 Sagethrasher Lane
Tomball, Texas 77375

RE: Caney Creek Enduro - October 14, 1973

Bob,

Thanks for getting the Caney Creek enduro results to me.

According to the results sheet, there were 377 entries with 298 starters and 66 finishers. The Texas State Championship Enduro Circuit fee is 50¢ per rider per entry. Therefore, the TRH owes the Circuit $188.50 or 377 entries times 50¢.

I will greatly appreciate it if you will have TRH mail a check, payable to Roy E. Pool, for $188.50 as soon as possible. According to Circuit rules, this check should have been mailed within seven (7) days after the date of the race.

Your help in this matter is appreciated.

Thanks and hope to see you in Lubbock this weekend!

Very truly yours,

Roy E. Pool
Chairman - Texas State Championship Enduro Circuit
704 Brownstone
Euless, Tx. 76039
817-267-5078

December 4, 1973

Mr. E. W. Bryan
c/o Bryan Building Maintenance
1225 Bonham
Amarillo, Texas 79102

RE: Sweeny Enduro - 11-11-73

E.W.

This is to inform you that the official records for the Texas State Championship Enduro Circuit concerning the Sweeny Enduro for the 100 Class have been corrected.

Your letter was received by the Sweeny Motorcycle Club and forwarded to me concerning the tie between you and Dean Beddow. According to the Sweeny Club, you both lost six points and the tie was broken by the first check point, wherein you lost only 2 pts and Dean lost 4 pts.

You will receive 12 pts. for the circuit and Dean will receive 11 pts for the circuit.

A copy of this letter is being sent to the Sweeny Club and to Dean.

See you in Odessa!

Roy E. Pool
704 Brownstone
Euless, TX. 76039
817-267-5078

Trail Riders of Houston
P.O. Box 22932
Houston, Texas 77027

December 4, 1973

Roy Pool
704 Brownstone St.
Euless, Texas 76039

Dear Roy:

An apology is due you for our tardiness in submitting the money due the TExas State Championship Enduro Circuit for the Caney Creek Enduro held October 14, 1973.

I am not riding the circuit, so I was unaware that there was a $.50 per rider surcharge due to the State Circuit. I certainly wish you had written the club about this so I could have sent the check earlier. As with most Treasurers, if I do not receive a bill or invoice, I do not know about it.

I sincerely hope we did not seriously inconvenience you.

The accounting is as follows:

Paid Entries	377
Refunds	(9)
Out of State entries(ineligible for circuit)	(7)
TOTAL CIRCUIT ENTRIES	361

361 riders @ $.50 is $180.50 due. Enclosed is a check for this amount.

Yours very truly,

TRAIL RIDERS OF HOUSTON

John M. Cotterell
TREASURER

JMC:als

Enclosure

21 Degrees - Chill Factor -10

Odessa, TX. - 2-28-74: By Roy E. Pool

21 Degrees and a chill factor of -10 below zero - does that sound cold to you?? Well, let me tell you - IT IS COLD TOO!!! And the 400 and some odd enduro riders at the Permian Basin (Odessa, Tx.) Enduro held February 24, found out just how cold 21 degrees is on a motorcycle at 9:00 A.M. in the morning. The chill factor was -10 because of 25-30 MPH winds that were blowing straight into Odessa direct from the North Pole (it felt like)!

But over 400 brave, hardy souls (whose major fault that I could determine was) that they love the fastest growing sport in America - motorcycle riding, racing, c ow trailing - you name it - - and there are some somewhere doing it.

The Odessa club hosted a fine enduro and despite the cold temperatures, was enjoyed by everyone. Terraine for the enduro was varied with lots of open running room and some sand dunes that would put the Sahara Desert to shame!!

We were indeed sorry to hear that Stan Walker of New Caney, Texas riding in the Open class and a top contender in the Texas State Championship Enduro Circuit standings **suffered a serious eye injury.** He was taken to the hospital in Odessa and later transferred to Houston where two operations had been performed. I understand he is at home now and we certainly want to wish Stan the best on the road to a quick and full recovery and we will be looking forward to Stan being able to ride again soon.

RESULTS:

Overall - A perfect score in no points lost - Doyle Rogers, Gainesville - 0 pts.

Women's Open:
1. Lynett Pool - 2 pts.
2. Vickie Allen - 6 pts.
3. Carol Jones - 8 pts.

100:

1. Steve Jones - 3 pts.
2. Lyndon Holcomb - 4 pts.
3. Bill Baker - 6 pts.

125:

1. Eddie Brasher - 2 pts.
2. Jimmy Hill - 3 Pts.
3. James Faustlin - 4 pts.

200:

1. Jack Norton - 1 pt.
2. Thomas Roberts - 3 pts.
3. Keith McKay - 4 pts.

250:

1. Alan Hogan 3 pts.
2. Robert Schernig - 4 pts.
3. Grover Rogers - 4 pts.

Open:

1. Jerry Bridges - 2 pts.
2. Roy Pool - 3 pts.
3. Bill Carmack - 4 pts.

Incidentally, _____ who won overall in Odessa, said this was his second enduro. Congratulations!

Stump Jumpers Enduro

By Roy Pool

Muenster, Tex., Sept. 30—The Stump Jumpers Motorcycle Club of Euless, Texas sponsored an enduro on September 30 on the 3,000+ acres of ranch land owned by Van Harris near Bulcher, Texas bordering Texas and Oklahoma along the Red River. The enduro was approximately 80 miles long and run in two loops of approximately 40 miles each. With a 15 MPH average, the terrain proved to be a good test of both man and machine.

There were over 370 entries in the enduro which proved to be a fine start for the enduro season as well as the Texas State Championship Enduro Circuit. Riders came from as far away as Houston, Lubbock, Beaumont and Corpus Christi. Several out of state entrants were also listed.

The enduro was second in a series of enduros to be run on the Texas State Championship Circuit.

Points were awarded to the winners of the enduro in their respective classes and also to all the legal finishers. A legal finisher is classified as anyone that managed to make all the timed checkpoints within their one hour and 59 second limit. All legal finishers received one point on the Texas State Circuit.

Overall—Charles Bishop (Houston) Yam 175, 6pts.

Women's Open—(1) Betty Hayes (2) Vicki Allen (3) Beverly McQueen (4) Sarah Watts (5) Lynett Pool (6) Sherry Moore

0-100 (1) E. W. Bryan, 9 pts (2) Chas Wagley, 11 pts (3) Gene Harris, 20 pts (4) R. M. Schmiedke, 28 pts (5) Joel Coker, 34 pts (6) Dean Bedden, 39 pts (7) Chas Crouso 46 pts (8) Jim Sherrill, 55 pts (9) Mickey Jordan, 62 pts (10) Lyndon Holcomb, 64 pts

101-125—(1) Arthur White, 12 pts (2) George Duchesne, 18 pts (3) Jack Moss, 25pts (4) Jack W. Moss, 25 pts (5) Raymond Buck, 26 pts (6) Jack Slay, 27 pts (7) Kinki Koi, 29 pts (8) Steve Jones, 29 pts (9) Jack Mitchell, 32 pts (10) Bill Pondo, 32 pts.

126-200—(1) John Hayes, 7 pts (2) Milton Wendrock, 7 pts (3) Robert Droggors, 9 pts (4) John Wagley, 15 pts (5) Dale Breedlove, 21 pts (6) Troy Taylor, 21 pts (7) Dee Williams, 22 pts (8) Danny Meyers, 22pts (9) Chris Denridge 24 pts (10) Perry Davis, 25 pts.

201-250—(1) Jerry Hunzeker, 11 pts (2) Daune Evans, 14 pts (3) C. A. Roberts, 15 pts (4) Jerry Chitsey, 15 pts (5) Terry Cook, 15 pts (6) Dickey Laney, 16 pts. (7) Don Brinkman, 16 pts (8) Henry Polley, 18 pts (9) Jim Folik, 20 pts (10) Billy Hill, 21 pts

251-Open—(1) Don Prieen, 8 pts (2) Roy Pool, 9 pts (3) Edward Allen, 12 pts (4) Ronnie Rose, 18 pts (7) Richie Gardner 19 pts (8) Gerald O'Brien, 32 pts (9) Stan Walker, 23 pts (10) Jerry Bridges, 25 pts.

Cowhouse Creek Enduro

By Roy Pool

Ft. Hood, Tex., Oct. 7—The Ft. Hood Dirt Riders hosted this 100 mile plus enduro that saw riders from all over the entire state of Texas (and several out of staters) gather on the Ft. Hood Army Base for what was proved to be a trying day for many riders as well as machines.

A total of 331 riders were on hand for a fine Army type breakfast served to the riders before the day's event began. Entrants as well as spectators awoke to the sound of Reville and a training explosion set off close to the campgrounds. Needless to say, there were not many that ventured to stay in bed for that extra few minutes of shut-eye after such a rude awakening.

With a 24 MPH average and a course marked with arrows that were to say the least difficult to see, (in fact, impossible) riders were hardpressed to say at the end whether they had ridden an enduro (?), a cross-country (?), a gigantic motocross (?), or a hillclimb (??)? There was a little bit of all of there things scattered throughout the 100+ miles.

And we even had a few riders that decided to stop and go (?) swimming!!

The Cowhouse Creek proved to be the undoing of a number of the top riders and some of the point leaders in the circuit.

Trophies were awarded thru 10 places in the men's events and 5 places in the Women's Open. And I believe, everyone there would have to agree, the trophies were some of the very nicest trophies we have seen in a long time. Jay Hickey and his Dirt Riders hosted a very fine event, but tough!

COWHOUSE CREEK ENDURO
Ft. Hood, Texas
October 7, 1973

OVERALL—Mike Casper, Killeen Rokon 340—35 pts.

WOMEN'S OPEN—(1) Lynett Pool (2) Betty Hayes (3) Vicki Allen (4) Sherry Moore (5) Carol Jones

0-100—(1) William McFarland (2) Charley Crouso (3) Bob McKnight (4) Lyndon Holcomb (5) Dean Beddow

101-125—(1) Phil Oliver (2) clinton Gehrike (3) Jimmy Hill (4) Jack D. Moss (5) Kinti Koi

126-200—(1) Lee Compton (2) Dale Breedlove (3) John Hayes (4) Jack Parker (5) Charles Bishop

201-250—(1) Michael MacFarland (2) Dick Laney (3) Jerry Chitsey (4) Charlie McKibben (5) David Hickman

251-Open—(1) Jack O'Leary (2) Stan Walker (3) Joe Dengler (4) Gerald O'Brien (5) Richie Gardner

331 Entered—63 Legal Finishers (all classes combined)

Round three at Caney Creek..and a little Honda shall lead 'em

By Roy Pool

NEW WAVERLY, TX., Oct. 14-The Trail Riders of Houston hosted the third event of the Texas State Championship Enduro Circuit in the Caney Creek section of the Sam Houston National Forest near New Waverly under wet, rainy skies.

After much indecision as to whether or not the enduro would be permitted to take place because of the rain during the week preceding the scheduled event, it was finally decided to proceed as scheduled despite the fact that much of the course had to be rerouted out of high water. The TRH deserves a hand as they put in much work the preceding Friday and Saturday in order to be able to run the event as planned.

Saturday morning riders began arriving from many different sections of the state in spite of the foreboding weather. It began raining Saturday morning and didn't let up on through Satnrday night and Sunday morning. The race was postponed until 10:00 a.m. Sunday morning in order to let the high water have a little more time to go down. But enduro riders never say die -- so promptly at 10:00 a.m., the first group of hardy souls departed the starting line for what proved to be a trying day for many.

No matter how hard or difficult I may make it sound, no one will believe it when I tell you that Wendy Wendrock of San Antonio mounted a Honda 175 and proceeded to zero all checks!! So 'nuff said -- the results are as follows.

RESULTS: Overall: Wenton Wendrock (Hon 175).

0-100cc: 1. E.W. Bryan, 2. Lyndon Holcomb, 3. David McQueen.

101-125cc: 1. Art White, 2. Ron Zilliox, 3. Robert Meitzen.

126-200cc: 1. Phil Caudt, 2. John Jackson, 3. Charles Bishop.

201-250cc: 1. Terry Cook, 2. Calvin Klein, 3. C.A. Roberts.

251-Open: 1. Edward Allen/Stan Walker (tie), 3. Robert Cardner.

Women's Open: 1. Mary McKinney/Carol Jones (tie), 3. Vickie Allen.

GROUND POUNDERS PUMMEL HOOD

By Roy E. Pool

FT. HOOD, TX., Oct. 7-The Ft. Hood Dirt Riders hosted a 100-mile-plus endnro that saw riders from all over Texas (and several ont of staters) gather on the Ft. Hood Army Base for what proved to be a trying day for many riders and machines. A total of 331 riders were on hand for an Army style breakfast served to the riders before the day's event began. Entrants as well as spectators awoke to the sound of Reveille and a training explosion set off close to the campgrounds. Needless to say, there were not many that ventured to stay in bed for extra shut-eye after such a rude awakening.

With a 24 mph average and a course marked with arrows that were to say the least difficult to see (in fact, impossible), riders were hard pressed to say at the end whether they had ridden an enduro, a cross-country, a gigantic motocross or a hillclimb. There was a little bit of everything scattered throughout the 100 plus miles. And we even had a few riders who decided to stop and go swimming!!

The Cowhouse Creek also proved to be the undoing of a number of the top riders and some of the point leaders in the circuit.

Trophies were awarded through tenth place in the men's events and fifth place in the Women's Open. And I believe, everyone there would have to agree, the trophies were some of the very nicest trophies we have seen in a long time. Jay Hickey and his Dirt Riders hosted a very fine but tough event.

RESULTS: Overall: Mike Casper (Rok).

Women's Open: I. Lynett Pool, 2. Betty Hayes, 3. Vicki Allen, 4. Sherry Moore, 5. Carol Jones.

0-100: 1. William McFarland, 2. Charley Crouso, 3. Bob McKnight, 4. Lyndon Holcomb, 5. Dean Beddow.

101-125: 1. Phil Oliver, 2. Clinton Gehrike, 3. Jimmy Hill, 4. Jack D. Moss, 5. Kinki Koi.

126-200: 1. Lee Compton, 2. Dale Breedlove, 3. John Hayes, 4. Jack Parker, 5. Charles Bishop.

201-251: 1. Michael MacFarland, 2. Dick Laney, 3. Jerry Chitsey, 4. Charlie McKibben, 5. David Hickman.

251-Open: 1. Jack O'Leary, 2. Stan Walker, 3. Joe Dengler, 4. Gerald O'Brien, 5. Richie Gardner.

GLEN JOHNSON

0-125: 1. Arthur White, 2. Phil Payne, 3. Fred Collins, 4. Ray Buck, 5. Arthur Brown, 6. Ricky Collins, 7. John Cherry, 8. Ralph Johnson, 9. Bob Merritt, 10. Weaver Marrow, 11. Gary Price, 12. Mark Hyden, 13. Mark Fishrupp, 14. Howard Keith, 15. Mike Haines, 16. James Tharris, 17. Fred Fishrupp

126-200: 1. Sherwin Belveal, 2. David Starnies, 3. Jack Burke

250: 1. Bryan Fox, 2. Jomes Aaron, 3. Mike Macejewski, 4. Alvaro Gonzales, 5. Mike Buckmaster, 6. Randall Symons, 7. Benny Del Monico, 8. Ken Belin, 9. Lloyd Yarbrough, 10. Ronnie Symons, 11. John Miick, 12. Bill Grosse, 13. John Beneno, 14. Rodney Erskins, 15. Gregory Bauer

Open: 1. Robert, 2. Richard Sarria, 3. Mike Smith

TEXAS STATE ENDURO CIRCUIT

By: Roy E. Pool, Chairman - Texas State Championship Enduro Circuit

SWEENY, TEXAS—On November 11, 1973, the Sweeny Enduro Club hosted the fourth enduro on the Texas State Championship Enduro Circuit.

The Sweeny Enduro was originally scheduled for September 30 but due to an excessive, (to say the least), amount of rainfall in the Sweeny area during the month of September, the enduro was postponed until November 11. I was told that over six feet of water was standing in the enduro starting area on the morning of September 30. Since the majority of the enduro riders I know—are not equipped with water wings—it was agreed by all that this was a wise decision!

However, the rain in September only increased the anxiety for those planning on participating in the enduro in November. Word had gotten around from enduros held in years past that this was a "muddy one"!! In fact, the Sweeny club had nicknamed their enduro as the "Mudura".

But as luck would have it, November 11 dawned bright and clear and was a beautiful day for an enduro, with no hint of rain. The trails were marked very well and the over 300 riders breathed a sign of relief although there was plenty of mud and water to be had and it was slick—but rideable.

I certainly enjoyed the enduro and as it turned out, I was lucky enough to capture the coveted position of Overall. My wife said she had a hard time getting me and that beautiful four foot trophy all in the van at the same time in order to get back to Euless that day.

I think the Sweeny Club did a fine job with this enduro and I want to take this opportunity to thank them for the help and cooperation they have shown to me and the Texas State Championship Enduro Circuit. Without the help of all the clubs and the individuals involved in putting on these enduros—the Circuit would not be the great success it is. So, thanks to all of you!

RESULTS

Overall - 4 pts lost - Roy E. Pool (Euless) sponsored by Arlington Yamaha, Arlington, Tx. 100cc: 1-E. W. Bryan 2-R. D. Beddow 3-David McQueen, 125 cc: 1-J.D. Moss 2- Coy McIntyre 3-Michael Bradshaw, 200 cc: 1-Les Compton 2-Milton Wendrock 3-Walter Boyd, 250cc: 1-C. F. Powell 2-Richie Gardner 3-Stan Walker, WOMEN'S Open: 1-Lynett Pool 2-Carol Jones 3-Vickie Allen.

POST, TEXAS—On an almost perfect November day, Don Engeling, of Austin, Texas, outrode 535 enduro riders to take Overall at the Post Enduro on November 18, 1973.

Engeling rode a 175 Penton through 100 miles of rugged West Texas terrain, losing only 2 points in the process. Henry Bostick of Dallas, on a 250 Penton, tied Engeling—also losing only 2 points. However, Bostick lost to Engeling by 13 seconds via the tie-breaker check.

As is usual, the Lubbock Trail Riders hosted a fine enduro enjoyed by all participants. The course was well-marked and the scoring fast and accurate. Out of 535 entries starting, 277 finished the entire course in legal time. Texas Enduro Circuit points were awarded to all legal finishers also.

The Post enduro is run in two laps with each lap being approximately the same length in distance—but that is where any similarity between the two laps ends. The first lap is relatively easy and quite "makeable". After a 30 minute break at the half-way point (which is also a known gas stop)—the men's classes continue onto the second half of the enduro course. This is known as the half that "separates the men from the boys (and in some cases, the men from their cycles;".

Scoring was much lower than was expected by the Lubbock hosts and they have promised that next year—the enduro participants can expect to encounter a somewhat more difficult course.

Hats off to the Lubbock Trail Riders for a truly fine enduro!

RESULTS

Overall - 2 pts - Don Engeling, Austin, Tx. 100cc: 1-Dean Beddow 2-Lyndon Holcomb 3- E. W. Bryan, 125cc: 1-Michael Bradshaw 2-Eddie Brasher 3-Glenn Wilson, 200cc: 1-Charles Bishop 2-Perry Davis 3-Milton Wendrock, 250cc: 1-Henry Bostick 2-Mike Davis 3-G. L. Allison, Open: 1-Richie Gardner 2-Pete Donnell 3-Roy Pool, Women's Open: 1-Vicki Allen 2-Janette Westfall 3-Lynett Pool

Rockne, Texas: Jimmy Fotjik and Troy Taylor of Austin hosted the annual Texas Championship Enduro with headquarters and the starting line for the enduro at Leon's Store in Rockne, Texas on December 2. 492 eager enduro enthusiasts converged on the tiny town of Rockne in tents, campers and camping trailers cots and bedrolls. Not even President Nixon and the alleged (?) gas shortage could deter the avid enduro rider form a scheduled circuit enduro. After talking to several riders who came from as far away as Luccock and Amarillo in far West Texas, I don't think anything short of the threatened gas rationing, will keep the serious endura rider away from the four remaining circuit enduros.

Leon's Store is the annual site for this enduro and Troy and Jimmy always manage to put together a really fun enduro - beautiful country with lots of excellent riding - good enduro territory. Leon's Store caters a Bar-B-Q chicken dinner with all the trimmings Sunday after the enduro and is looked forward to by many tired enduro riders after a good long, hard ride.

A pair of mounted six-foot Texas Longhorns and a plaque in the shape of Texas with names of past winners over the last 12 years was awarded to the Overall winner, losing 8 points - Roy Pool of Euless, Texas. Pool, 40 years old (and a grandpa), rides a 360 Yamaha and is currently sponsored by the Arlington Yamaha people in Arlington, Texas. The Texas Longhorns are awarded to the Overall winner once each year and whoever wins the horns 3 years consecutively may claim them permanently—but no one has been able to accomplish this so far. This is the second Overall win for Pool on the enduro circuit this season. Charles Bishop of Houston won Overall at Muenster, Sept. 30. Mike Casper won Overall at Ft. Hood, Oct 7. "Wendy" Wendrock won Overall at Houston, Oct. 14. Pool won his first Overall at Sweeny, Nov. 11. Don Engeling of Austin won Overall in Lubbock, Nov. 18.

ROCKNE RESULTS

Overall - 8 pts - Roy Pool, Euless, Texas, 100cc: (1) E. W. Bryan (2) Lyndon Holcomb (3) Harry Husberg, 125cc: (1) Michael Bradshaw (2) Arthur D. White (3) Jim Hill, 200 cc: (1) Charles Bishop (2) Ray Reeves (3) John R. Bejcek, 250 cc: (1) Vincent L. Baker (2) Roy Richardson (3) Wm. M. Davis, Open. (1) Richie Gardner (2) Frederick Portas (3) J. R. Houghton, Womens Open: (1) Bevelry McQueen (2) Carol Jones (3) Lynett Pool.

5-74

PINEY WOODS STATE ENDURO

Text by: Sandy Boyd

NEDERLAND, TEXAS, May 19, 1974—"What Am I Doing Here", "The Devil Made Me Do It", or "Why Me Lord", may be easily h[illegible] overheard in the Piney Woods S[illegible]ro to be held May 19th near Woo[illegible]. This enduro is ninth of the ten on the Texas State Enduro Circuit. Some of the best riders from the [illegible]te will be looking for last minute points to help them place in the top five riders in their class i[illegible] Texas. The overall winner of the year will win a giant trophy plus a new motorcycle.

This circuit was set up this year by a committee headed by Roy Poole of Euless. Ten clubs in the state were chosen to host these events. An average of 400-800 r[illegible]ers enter one of these enduros.

Clubs from Houston, Muenster, Sweeney, Ft. Hood, Lubbock, Austin, Odessa, Euless, Ft. Worth and Nederland were on the circuit this year.

The Piney Woods Enduro will be a challenging one as most enduros are. Jim Powers is chairman of the Gulf Coast Clubs Events, with many co-

This fee entitles the rider to an enjoyable day of riding and a chance at taking home one of the ten trophies to be given in each of the following classes. 0-100, 101-125, 126-200, 201-250, 251-open and women.

You do not have to be riding the circuit to enter this enduro. If you place in the top ten you can feel honored to have placed with some of the top riders.

Each of the enduros have been held on different types of terrain. The riders from Gulf Coast weren't accustomed to the rocks and canyons in parts of the state as some of the riders won't be accustomed to our creeks and hollows. Everyone is welcome to enter and try their lucks. If you do good maybe next year you would like to ride the circuit not only for fun but to meet lots of interesting people from all parts of Texas.

TEXAS STATE ENDURO

Text by Roy E. Pool

ODESSA, TEX. February 28, 1974—21 Degrees and a chill factor of -10 below zero —does that sound cold to you?? Well, let me tell you—IT IS COLD, TOO!!! And the 400 and some odd enduro riders at the Permion Basin (Odessa, Tx.) Enduro held February 24, found out just how cold 21 degrees is on a motorcycle at 9:00 a.m. in the morning. The chill factor was -10 because of 25-30 MPH winds that were blowing straight into Odes a direct from the North Pole (it felt like)!

But over 400 brave, hardy souls (whose major fault that I could determine was) that they love the fastest growing sport in America—motorcycle riding, racing, cow trailing—you name it—and there are some somewhere doing it.

The Odessa club hosted a fine enduro and despite the cold temperatures, was enjoyed by everyone. Terraine for the enduro was varied with lots of open running room and some sand dunes that would put the Sahara Desert to shame!!

We were indeed sorry to hear that Stan Walker of New Caney, Texas riding in the Open class and a top contender in the Texas State Championship Enduro Circuit standings suffered a serious eye injury. He was taken to the hospital in Odessa and later transferred to Houstan where two operations had been performed. I understand he is at home now and we certainly want to wish Stan the best on the road to a quick and full recovery and we will be looking forward to Stan being able to ride again soon.

Incidentally, Doyle, who won overall in Odessa, said this was his second enduro. Congratulations!

RESULTS:

Overall—A perfect score in no points lost—Doyle Rogers, Gainesville - 0 pts.

Women's Open: 1. Lynett Pool - 2 pts., 2. Vickie Allen - 6 pts., 3. Carol Jones - 8 pts.
100: 1. Steve Jones - 3 pts., 2. Lyndon Holcomb - 4 pts., 3. Bill Baker - 6 pts.
125: 1. Eddie Brasher - 2 pts., 2. Jimmy Hill - 3 Pts., 3. James Faustlin - 4 pts.
200: 1. Jack Norton - 1 pt., 2. Thomas Roberts - 3 pts., 3. Keith McKay - 4 pts.
250: 1. Alan Hogan 3 pts., 2. Robert Schernig - 4 pts., 3. Grover Rogers - 4 pts.
125: 1. Eddie Brasher - 2 pts., 2. Jimmy Hill - 3 pts., 3. James Faustlin - 4 pts.
Open: 1. Jerry Bridges - 2 pts., 2. Roy Pool - 3 pts., 3. Bill Carmack - 4 pts.

Text by Roy E. Pool

MUENSTER, TEXAS March 24, 1974—The Muenster JayCees hasted the Red River Enduro at the Van Harris ranch north of Muenster, Texas on March 24, 1974. The Jaycees with the expert help of Mr. Joe Skidmore, an old hand at enduro races, played host to 470 riders on a cold, blustery March morning. !!though the calendar said that Spring was here—it must have been hiding.

This was a closed course enduro—run in two loops of approximately 35 miles each. There was also a course change during the second loop with some additional check points thrown in to spice things up. Several riders were heard grumbling because they did not have enough punch marks on their score card—but they were warned before the race began (during the rider's meeting) to expect the course change and a true enduro rider would have anticipated the change in check points also. Joe Skidmore, who layed out most of the course, was overheard apologizing to Lynett Pool because he had told her the day before the race that if any of the women riders managed to make even one lap—that he would be surprised and Lynett and Betty Hayes both finished both laps on the same course that the men rode and Lynett did it losing only 14 points. Had it not been for one check point where everyone seemed to be hitting it early—it is conceivable that she could have won overall. (We men would never have lived that one down had it occurred).

Jack Norton of Dallas swept the Overall placement losing only 2 pts—congratulations, Jack!! A fine ride. Jack came within 1 pt. of winning overall at the Odessa Enduro held February 24, 1974. It was a heartbreaking dissappointment to get beat by 1 point—so he was more than deserving of this Overall victory.

The Jaycees deserve a round of applause for the fine job they did getting the course ready for the enduro. There were so many ribbons and arrows to mark the trail that a blind man could have ridden this course and not been lost at anytime. Approximately an hour after race was officially over—the trophies were handed out and 470 riders and spectators were on their way home by 4:00 p.m. This was excellent and I am sure that I speak for everyone in thanking the Jaycees for getting everyone started home at this early hour.

RESULTS:

Overall—Jack Norton [Dallas] —2 pts. lost.
Women: 1. Lynett Pool—14 pts., 2. Betty Hayes—81 pts., 3. Cheryl Robbins—made 2 ck. pts.
200: 1. Dee Williams —7 pts., 2. Richard Green—8 pts., 3. Terry Norman—8 pts.
100: 1. Joel Coker—9 pts., 2 Steve Jones—11 pts., 3. Lyndon Holcomb—12 pts.
250: 1. Randy Cochran—7 pts., 2. Pete Horne, Jr.—10 pts., 3. Shelby Blankenship—12 pts.
125: 1. Glenn Wilson—8 pts., 2. Jimmy Hill—1 st., 3. Monty Byrd—14 pts.
Open: 1. Bob Poe—6 pts., 2. Bruce Rose—6 pts., 3. Jack Henry—7 pts.

Henry Bostick Takes Overall Win At Memphis' Cotton Boll National Enduro

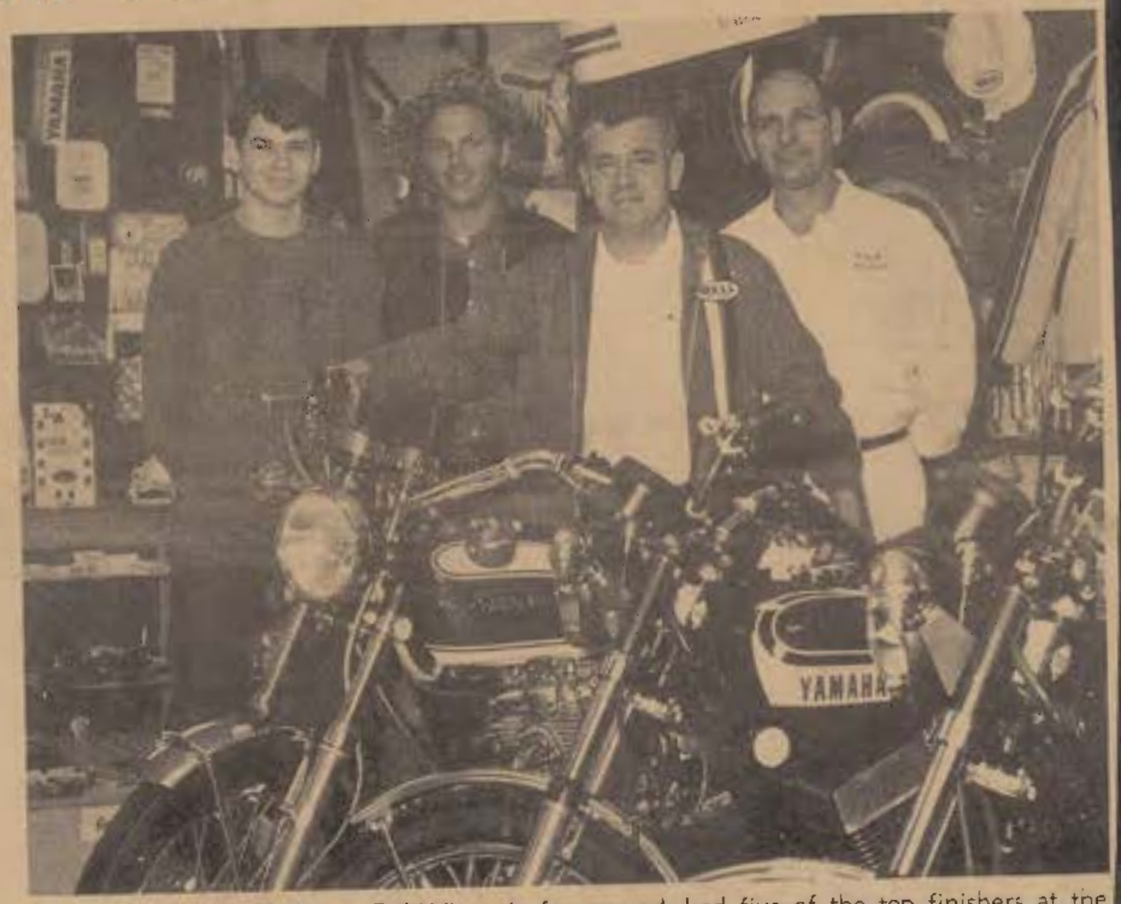
Henry Bostick braved the thick early morning fog, light misting rain and the rugged unforgiving terrain around Memphis, Texas to capture the first overall win at the First National Cotton Boll Enduro held October 29.

The 134.8 mile enduro drew riders from 13 states and comments on the enduro ranged from "Easy" (Doug Wilford) to "Tough" (Dale Christie and Troy Young). Mike Lewis thought it was a "good run" and some Colorado riders said it was simply "different".

Terrain included county roads, highways, cotton fields, brush, sand, 26.2 miles down a river bed, various creek bottoms and shelter belts (for the uninitiated, shelter belts are rows of trees planted close together to stop sand from blowing. These tree rows are from ¼ to 1 mile long and 10 to 25 yards wide). Riders at Memphis were supposed to pass through three different shelter beds and many of the 408 starters were disqualified for not going through the jungle-like maze.

First in the Father and Son Team Sr. Division were Penton mounted Jack and Joe Moss from Amarillo, Texas. In the Father and Son Jr. Division, winners were Glen and John Terry, also from Amarillo and also on Pentons.

There were 408 entries at the national enduro.



BIG D YAMAHA CREW — Bill Wiese, in foreground, had five of the top finishers at the Memphis National Enduro riding out of his shop. First Overall was Henry Bostick on a Big D Yamaha. Others were Roy Pool, Boyd Roberts, Richie Gardner, and Gerald O'Brien.

NATIONAL COTTON BOLL ENDURO
Memphis, Texas
October 29, 1972
FIRST OVERALL
Henry Bostick, Dallas, Tex.

CLASS A OVERALL
1. Roy Pool, Euless, Tex.
2. Boyd Roberts, Irving, Texas.

CLASS B OVERALL
1. Glen Gayton, Tulsa, Okla.
2. Richie Gardner, Irving, Tex.

100cc A CLASS
1. Jerry Hunzeker, Ft. Worth, Tex.
2. E. W. Bryan, Amarillo, Tex.
3. Charles White, Tulsa, Okla.
4. Ronny Rook, Amarillo, Tex.

100cc B CLASS
1. John Boise, Omaha, Neb.
2. John Terry, Amarillo, Tex.
3. Mike Hargraves, Bartelsville, Okla
4. John Cotterell, Houston, Tex.

200cc A CLASS
1. Doug Wilford, Lorain, Ohio
2. Glen Terry, Amarillo, Tex.
3. Danny Caudle, Tulsa, Okla.
4. Jack D. Moss, Amarillo, Tex.

200cc B CLASS
1. Richard Whelove, Lawton, Okla.
2. David Stieger, Jefferson City, Mo
3. Danny Arnold, Duke, Okla.
4. Tommy Dameron, Plainview, Tex.

250cc A CLASS
1. William Chambless, Fort Walton, Fla.
2. Tom Schell, Topeka, Kansas
3. Gerald Henderson, Amarillo, Tex.
4. Sam Colson, Amarillo, Tex.

250cc B CLASS
1. Milton Wendrock, San Antonio, Tex.
2. Rich Neb, Bellview, Illinois
3. Joseph Jack, Omaha, Neb.
4. Dickie Laney, Houston, Tex.

OPEN A CLASS
1. Mike Lewis, Lawton, Okla.
2. J. B. Henry, Belton, Tex.
3. Buddy Chambless, Fort Walton, Fla.
4. Arlie Abbott, Shawnee, Okla.

OPEN B CLASS
1. A. A. Elder, Tulsa, Okla.
2. Willis Carroll, Amarillo, Tex.
3. Gerald O'Brien, Irving, Tex.
4. Edward Kupelck, Crowell, Tex.

FATHER & SON TEAM SR.
1. Jack and Joe Moss, Amarillo, Tex.
2. Don and Brad Stone, Amarillo, Tex.
3. J. D. and Glen McAdams, Amarillo, Tex.

FATHER & SON TEAM JR.
1. Glen and John Terry, Amarillo, Tex.
2. Tom and Keith McKay, Amarillo, Tex.
3. Kenneth and Sandy Cheek, Amarillo Tex.
4. Charles and Clay Stafford, Amarillo Tex.

NORTON RUNS AWAY WITH MUENSTER ENDURO

Muenster, TX. - 3-24-74: By Roy Pool:

The Muenster JayCees hosted the Red River Enduro at the Van Harris ranch north of Muenster, Texas on March 24, 1974. The Jaycees with the expert help of Mr. Joe Skidmore, an old hand at enduro races, played host to 470 riders on a cold, blustery March morning. Although the calendar said that Spring was here - it must have been hiding.

This was a closed course enduro - run in two loops of approx. 35 miles each. There was also a course change during the second loop with some additional check points thrown in to spice things up. Several riders were heard grumbling because they did not have enough punch marks on their score card - but they were warned before the race began (during the rider's meeting) to expect the course change and a true enduro rider would have anticipated the change in check points also. Joe Skidmore, who layed out most of the course, was overheard apologizing to Lynett Pool because he had told her the day before the race that if any of the women riders managed to make even one lap - that he would be surprised and Lynett and Betty Hayes both finished both laps on the same course that the men rode and Lynett did it loosing only 14 points. Had it not been for one check point where everyone seemed to be hitting it early - it is conceivable that she could have won overall. (We men would never have lived that one down had it occurred).

Jack Norton of Dallas swept the Overall placement losing only 2 pts - congratulations, Jack!! A fine ride. Jack came within 1 pt. of winning overall at the Odessa Enduro held February 24, 1974. It was a heartbreaking dissappointment to get beat by 1 point - so he was more than deserving of this Overall victory.

The Jaycees deserve a round of applause for the fine job they did getting the course ready for the enduro. There were so many ribbons and arrows to mark the trail that a blind man could have ridden this course and not been lost at anytime. Approx. an hour after race was officially over - the trophies were handed out and 470 riders and spectators were on their way home by 4:00 P.M. This was excellent and I am sure that I speak for everyone in thanking the Jaycees for getting everyone started home at this early hour.

RESULTS:

Overall - Jack Norton (Dallas) - 2 pts lost.

Women:

1. Lynett Pool - 14 pts.
2. Betty Hayes - 81 pts.
3. Cheryl Robbins - made 2 ck. pts.

100:

1. Joel Coker - 9 pts.
2. Steve Jones - 11 pts.
3. Lyndon Holcomb - 12 pts.

125:

1. Glenn Wilson - 8 pts.
2. Jimmy Hill - -1 pts.
3. Monty Byrd - 14 pts.

200:

1. Dee Williams - 7 pts.
2. Richard Green - 8 pts.
3. Terry Norman - 8 pts.

250:

1. Randy Cochran - 7 pts.
2. Pete Horne, Jr. - 10 pts.
3. Shelby Blankenship - 12 pts.

Open:

1. Bob Poe - 6 pts.
2. Bruce Rose - 6 pts.
3. Jack Henry - 7 pts.

Bishop of Houston tied for overall loosing six pts. Bishop won the tie-breaker by 10 seconds. Bishop riding a 175 Honda is currently a leader in his class and a contender for the state Overall honors.

The tenth and final race in the 10 race series to determine the State Champions in each class will be held June 16 at Thurber, Texas hosted by the Trailblazers of Fort Worth, Texas. Thurber is located on I-20 between Fort Worth and Abilene. The State Overall winner will be decided at this race.

Piney Woods Results:

100 class: 1, David McQueen; 2, Steve Jones; 3, Jim McCartney

125 class: 1, Arthur White; 2, Jack Moss; 3, Kinki Koi

200 class: 1, Dee Williams; 2, Perry Davis; 3, Jack Norton

250 class: 1, Henry Bostick; 2, Jimmy Fojtik; 3, C.A. Roberts

Open class: 1, Roy Pool; 2, Stan Walker; 3, Harold Persell

Women: 1, Lynett Pool; 2, Carol Jones; 3, Vicki Allen

'73 - '74 AWARDS BANQUET PROGRAM

7:00 P.M. - - Buffet Serving Line

8:00 P.M. - - Welcome by Woodville Mayor

- Gulf Coast Representative Welcome to Awards Banquet and Enduro
- Guest Speaker - Jim Wise (Sweeny Enduro Club)
- Presentation of Trophies & Awards - Roy Pool
- (*) District Sales Mgr. for Yamaha, Don Smith to present 175cc Yamaha Motorcycle to Overall Winner, Charles Bishop
- PLUS special presentation of 16MM Film of Two Day Trials (courtesy Penton Central) to be shown immediately following awards ceremony

Trophies will be presented to 1st, 2nd, 3rd, 4th and 5th place winners in each class. Fifth through tenth place winners will be recognized and introduced.

*Special Awards presentation

1973-1974 FINAL POINT STANDINGS

MEN'S OVERALL WINNER '73-'74:

Charles Bishop, Houston

Women's Open	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Carol Jones	0	8	12	11	9	11	10	8	11	12	76
Vicki Allen	11	10	10	10	12	9	11	8	10	0	74
Beverly McQueen	10	7	0	9	0	12	0	0	0	0	38
Betty Hayes	12	11	0	0	0	0	0	11	0	0	34
LaVerne Phillips	0	6	0	0	8	0	9	0	0	11	34
Sherry Moore	8	9	0	0	7	0	0	0	0	0	24
Mary McKinney	0	0	12	8	1	0	0	0	0	0	21
Martha Chitsey	0	0	0	0	5	0	0	0	0	10	15
Gayle Brasher	0	0	0	0	6	0	6	0	0	0	12
Janette Westfall	0	0	0	0	11	0	0	0	0	0	11

100 cc Class:	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
E. W. Bryan	12	0	12	12	10	12	1	5	8	9	75
Lyndon Holcomb	1	9	11	9	11	11	11	10	1	10	73
Dean Beddow	7	8	0	11	12	0	6	9	5	1	58
Steve Jones	0	0	0	0	0	0	12	11	11	11	45
David McQueen	0	0	10	10	0	7	0	0	12	5	44
Jim McCartney	0	0	0	0	0	5	1	6	10	12	34
Bill Jennings	1	0	9	5	0	0	9	0	9	0	33
Joel Coker	8	0	0	0	0	0	5	12	0	7	32
Chas. Crouso	6	11	0	6	0	9	0	0	0	0	32
Harry Husberg	0	0	0	0	8	10	4	4	0	0	26

125 cc Class:	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Jimmy Hill	0	10	1	1	7	10	11	11	4	10	63
Jack D. Moss	10	9	5	12	1	1	7	4	11	1	58
Arthur White	12	0	12	4	0	11	0	0	12	5	56
Kinki Koi	6	8	6	8	1	9	0	6	10	1	53
Raymond Buck	8	6	9	9	1	5	0	3	7	0	41
Jack W. Moss	9	0	0	0	1	1	8	9	0	11	39
Glenn Wilson	0	0	0	0	10	0	0	12	9	4	35
Michael Bradshaw	0	0	0	10	12	12	0	0	0	0	34
Clint Gehrke	1	11	1	0	1	1	1	1	6	8	31
Eddie Brasher	0	0	0	0	11	0	12	0	0	0	23

WOMEN'S OVERALL WINNER '73-'74:

Lynett Pool, Euless

200 cc Class:	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Milton Wendrock	11	0	14	11	10	4	9	1	8	1	67
Dee Williams	6	1	7	1	7	9	1	12	12	1	59
John Hayes	12	10	0	4	0	0	0	7	7	12	52
Jack Norton	1	0	0	7	1	0	12	14	10	0	45
Dale Breedlove	8	11	8	1	3	1	7	1	0	0	39
Perry Davis	3	0	0	0	11	0	6	5	11	1	37
Lee Compton	1	12	0	12	1	1	0	0	0	0	27
Walter Boyd	0	1	6	10	0	0	0	0	9	0	26
Terry Norman	0	1	0	0	0	8	0	10	0	1	20
Robert Dreggors	10	0	0	1	8	0	0	0	0	0	19

250 cc Class:	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Mike Davis	1	0	0	11	11	10	9	0	0	11	53
C.A. Roberts	10	0	10	12	7	1	1	1	10	1	51
Terry Cook	8	0	12	1	6	4	1	0	0	7	39
Jerry Hunzeker	12	7	0	1	9	1	1	1	0	4	35
Dan Brinkman	6	1	9	1	0	0	0	6	0	8	31
Henry Bostick	1	0	0	5	12	1	0	0	12	0	31
Ronald Oeschler	0	1	3	9	1	1	0	0	7	6	28
Vincent Baker	1	1	8	1	1	2	0	1	0	0	25
Dickey Laney	7	11	0	1	5	0	0	0	0	0	24
Randy Cochran	0	0	0	4	1	0	1	12	5	1	24

251-Open Class	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Roy Pool	11	0	0	14	10	14	11	1	12	1	73
Richie Gardner	6	8	0	11	12	12	7	7	9	0	65
Stan Walker	4	11	12	10	8	0	1	0	11	7	63
C. F. Powell	8	0	8	12	0	1	3	1	5	9	46
Robert Gardner	0	6	10	9	0	8	1	0	3	0	37
Ed Allen	10	0	12	6	7	1	1	0	0	0	37
Gerald O'Brien	5	9	0	0	9	0	0	0	0	0	23
Bob Poe	0	0	0	0	0	0	1	12	4	5	22
Larry Robinson	1	0	0	0	0	0	0	9	0	11	21
K. Franks	1	7	0	0	1	1	0	0	8	1	19
Bruce Rose	7	0	0	0	0	0	0	11	0	0	18

trh
trail riders
of houston

DATE: 5 March 74

RE: Texas State Championship Enduro Circuit

COPY: Roy Pool, Muenster Jaycees, Gulf Coast Trailriders, Trailblazers M.C.

Gentlemen:

At our latest meeting of Trail Riders of Houston Enduro Division (TRHED), the standards for events on the Texas Enduro Circuit were discussed. As a club, we felt it necessary to initiate some standards now. We all like to be competitive in an event, but this competitiveness is unobtainable without standards. The following are suggestions we feel are vital to the success of any event; and we request you consider them for your event:

1. Mileage should be posted at major turns and at least every five miles. An enduro is only as good as the mileage is accurate. These mileage checks enable everyone to re-set to course mileage between checks. It also enables the layout crew to remove sections of trail without recalculating the course.

2. We feel a person traveling many miles to ride an event of this type (one where you compete for fun, not money) is entitled to an award for placing in the top ten riders of his class. Hopefully, this will be considered. We have found that there is still a considerable margin for profit and it encourages participation in future events.

3. The third point of discussion deals with standardization of course marking. Ribbons, supplemented with arrows for direction verification, should be used to mark the course. The system used in marking should be consistant and markers should be spaced no more than $\frac{1}{4}$ mile on roads.

Riders in our division, as well as other riders of the Texas Enduro Circuit, solicite your help in setting standards for all future events on the circuit. Your participation in the re-organization of the circuit at the coming arbitration meeting(Roy Pool will notify of particulars) will be appreciated by all.

Sincerely,

TRHED Chairman

P.O. BOX 22932 - HOUSTON, TEXAS 77027

April Fool Enduro: 283 Start, Only 5 Finish

By John Cotterell

Trail Riders of Houston held their traditional Spring Enduro April 8 in Sam Houston National Forest. The name April Fool should have told the unwary rider something. The story is told with 283 riders started, 5 riders finished without being disqualified somewhere down the line.

The ground was quite wet from the previous three months of rain. It wasn't necessery to have a low starting number to finish, but it sure did help. Most of the problem occurred in an area approximately 10.5 miles from the start. The trail turned to mush, and there were so many vines throughout the woods, that when you got off the trail to avoid a bog, you got snarled up in the vines. At least half of the riders lost an hour or more in the one mile stretch.

Mother nature wasn't the only problem Jack Ballard, the event chairman, had to contend with. Uncle Sugar, in the form of U. S. Forest Service, also provided a few hurdles. The Friday before the event, TRH was informed it could not hold the event on government land without a special permit. This entailed going to Lufkin with copies of insurance policies, Bonds, course maps, and other things to plead our case. This procedure normally takes a couple of weeks, but Calvin Klein saved the day by running around this end of the state gathering up the required information.

When all of the dust settled, the forest service had deleted some of the course, so the 100 mile enduro, which had been shortened to 85 miles because of weather and ground conditions, had been shortened again to 60 miles by government decree. This necessitated a quick course remarking, and checkpoint changing on Saturday. Well, it was done, and as everyone knows, the event took place.

As you can see in the trophy winners below, no trophies were given in either the womens or the junior class. This is because none of them reached the first checkpoint within one hour of their due time. Yes, it was one of those kind of events. One which everybody should ride (or try to ride) at least once. After all, nobody ever remembers the easy ones.

TRH APRIL FOOL 1973 ENDURO
April 8, 1973

TROPHY WINNERS

OVERALL WINNER
Charles Bishop

0-100cc EXPERT
1st Jerry Hunziker

0-100cc NOVICE
1st Don Priest

101-150cc EXPERT
1st Milton Windrock, 2nd Mike Brown, 3rd Sam Bennett, 4th Michael Bradshaw, 5th Kinki Koi, 6th Vance Henson

101-150 NOVICE
1st Art White, 2nd Ron Zilliox, 3rd Gary Hart

151-200 EXPERT
1st Walter Boyd, 2nd Jim Kaszynski, 3rd John Jackson, 4th Steve Jones, 5th C. T. Cook, 6th Charles McKinney, 7th Roy Reeves

151-200 NOVICE
1st Larry Priest, 2nd Roy Conway, 3rd Phil Gandt, 4th Jim Hondros

201-300 EXPERT
1st Monte Stutes, 2nd Terry Cock, 3rd Cliff Todhunter, 4th David Dirks, 5th Harold Persell, 6th Charles Greer, 7th Robert Bosart

201-300 NOVICE
1st C. A. Roberts, 2nd Ron Oestiler

301-OPEN EXPERT
1st Ray Pool, 2nd David McQueen, 3rd Edward Allen, 4th Ray Cleveland, 5th Steve Walker

301-OPEN NOVIVCE
1st James Rogerson

TEAM
Jack Burke, Ray Conway, Ron Zillion, White

Photos by Jerry Warden

OVERALL WINNER

Jack Norton, Garland
175 Yamaha - 98 Pts.

A Class

1st. Place - Joel Coker
Amarillo, Penton 100
2nd. Place - Steve Jones
Pt. Naches, Hodaka 100
3rd. Place - Lyndon Holcomb
Houston, Hodaka 100
4th. Place - R. Dean Deddow
Amarillo, Penton 100

B Class

1st. Place - Glen Wilson
Seabrook, Hodaka 125
2nd. Place - Jimmy Hill
Houston, Hodaka
3rd. Place - Monty Byrd
Haltom City, Hodaka
4th. Place -
Douglas Drullinger
Tulsa, Husky

C Class

1st. Place - Dee Williams
Nacadoches, Penton 175
2nd. Place - Richard Green
Bowie, Suzuki 185
3rd. Place - Terry Norman
Iriving, Suzuki 185
4th. Place - Bill Hodgden
OKC, Yamaha 175
5th. Place - Max Quarles
OKC, Suzuki 185

D Class

1st. Place - Randy Cochran
Arlington, Ossa 244
2nd. Place - Pete Horn, Jr
Gainsville, Yamaha 250
3rd. Place -
Shelby Blankenship
Houston, Yamaha 250
4th. Place - Ted Dorman
Mesquite, Yamaha 250

E Class

1st. Place - Bob Poe Garland
Yamaha 360

2nd. Place - Bruce Rose
Fort Worth
Kawasaki 350
3rd. Place - Jack Henry
Odessa, Husky 450
4th. Place - Larry Robinson
Odessa, Hnsky 450
5th. Place - Scott Spahr
Tulsa, Yamaha 350

F Class - Powder Puff

1st. Place - Lynette Pool
Euless, 4 checks
2nd. Place - Betty Hayes
Fort Worth
3rd. Place - Sheryl Robbins
Bedford, 3 checks
4th. Place - Rita Rogers
1 check

April Sta

By John Cotterell

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OVERALL WINNER

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175 Yamaha - 98 Pts.

A Class

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Amarillo, Penton 100
2nd. Place - Steve Jones
Pt. Naches, Hodaka 1(
3rd. Place - Lyndon Holco
Houston, Hodaka 100
4th. Place - R. Dean Dedd
Amarillo, Penton 100

B Class

1st. Place - Glen Wilson
Seabrook, Hodaka 125
2nd. Place - Jimmy Hill
Houston, Hodaka
3rd. Place - Monty Byrd
Haltom City, Hodaka

4th. Place -
Douglas Drullinger
Tulsa, Husky

A crowded, steep uphill trail - one of the easier spots at Red River.

This rider drove 400 miles for the Red River Enduro - the 2nd Enduro of his career.

MUENSTER MADNESS

(cont. from Pg 1)

We talked with quite a few Texans who had riddeu each event and all seemed to agree that this was the toughest. And why was that? Let's take a run through the course, never forgetting that you're riding beside, or in my case behind, some of the finest riders in the U.S. - the Texans and Oklahomans.

The race was two laps of approximately 34 miles of bad road. The average speed was 15 MPH and that put you hookin' it most of the time. From a dead start you went down a hill and through a creek - that is if your bike was well waterproofed 'cause it so happened there was **creek** in the creek. Then it was up through a wooded area with roots, logs and (ugh!) off-cambers. One of the tough things about the course was it's blindness. It was hard to see what lay ahead or predict how to get there from here. Speaking of blindness, one well-known editor of Southwest Cycle took a head-over heels down a hill (or as she put it, a mountain). After checking for all the fundamental body parts she opened her eyes to discover she was blind. Closer inspection found that the ever-familiar tube of flat-fix had been punctured and annoited her goggles, body, bike and a few outraged trees with foam. Back to the woods - from there it was some uphills that were tough cause they were that damp river bottom sand that seems to be three feet deep, and often is. I really got into one hill and saw it from several angles, including flat on my back. Off again into the woods and no one had picnics on their minds. So it was sixteen miles out and no check points yet. Just a danger sign and a course marker pointing down to a canyon that looked like if it belched Chairman Mao would emerge. Deep, yes. The top was about 3½ feet straight down. As I got there six riders were trying to figure out if the Jaycees were cold enough to put a check in it - they were. One guy on a trick new Kawasaki aimed the bike down and let go then picked it up at the bottom and took off. The river-bottom canyons came in assorted styles and colors. After the dry red one there was a wet gray one. Again, danger markers going in and a drop off about three feet tall that was a real engine-buster.

Very simply - it was a hard race. One hundred & thirty riders had legal finishes, and that's about 38%. There were bikes "out of order" along the entire course and a lot of riders in that condition after the race. There were the usual grumblings after the race about the course layout, check points, marking, etc., but in all fairness we must say that the grumblings were a lot louder than normal at this type of event. It seems there were two check points on the first lap then four on the second which was kind of hard to figure out?, then visuals where you were seen? riding by, and the second course was a little different but the markings didn't seem to be and the markers were red except for the pink one for alternate "sissy routes" (only some 30% of adult males are color blind in red tones) and on and on. We are, admittedly, Novices, so none of its easy anyway and it's hard for us to guesstimate the legitimacy of complaints. We mentioned this to Danny Yoster who was assisting with the event and he said there were complaints and that they had listened to them and would try to run a much better event next time. Of course if you already had your ten bucks invested in a trophy it's a world of hurt.

We can say, nonplussed, this is the finest riding area we have ever seen. It's a comglomerate of everything it takes to test a riders skills and machine. If you want to try it sometime, its open to the public every weekend for $1.50 a bike and the money is well wnrth it.

Overall powder puff winner, Lynette Pool of Euless, Texas scored 86 points out of a possible 100 (it was scored by giving plus points rather than minus and the highest score wins) which put her placing up there with the overalls. Jack Norton of Garland Yamaha on a 175 Yamaha scored 98 out of 100 - you're just about perfect, Jack.

How did we do? One lap, that's how. Enough said.

POST ENDURO - 100 MILES OF "PISTON-

by Sheila Warden
photos by Jerry Warden

Four hundred fifty-three trophy-eyed riders from 10 states loaded down with bikes, bungees, spare oil, first aid kits and snake bite anti-toxin headed out for Post, Texas, April 7th. The occasion? The much famed Post Enduro sponsored by the Lubbock Trail Riders. The Trail Riders had access to 55,000 acres of land for the 100 mile event which ran a 50 mile powder puff on one side of the highway then crossed over into another 50 mile section that separated the men from the boys. AMA rules and regulations were in effect utilizing an "A" class for experts and "B" class for novices and that means a lot uf riders went home with trophies. Anyone not familiar with the event and expecting a "cushy" desert run found out differently approximately .009 miles out. It's desert alright—right up to the point where it drops off into a eanyon that confirms the fact that everything is indeed big in Texas. The course was equipped with standard canyon/desert decor—cactus in bloom, powder-fine sand, mesquite, a few water crossings and something new to most riders, caliche (ca-lee-chee) pits. Caliche is defined as a crust of calcium carbonate that forms within or on top of the stony soil of arid regions, but there were a few riders who had some four letter word definitions of their own after riding on the slippery stuff. . .I was also told that the out-of-the-way pits are a favorite place for West Texas teenagers of opposite sexes to get together in parked cars and "explore nature."

The organization and purpose of the Lubbock Trail Riders made a real impression on us. The 60 or so members (who have a waiting list several years old for new members—they don't want anyone joining that is not willing to work and attend meetings) lease over 5,000 acres of this land by Post and it is open for camping and riding to members only. Riding areas in this part of Texas are closing up fast and the club uses its dues from members and profits from events to lease the land to ride on. Everyone in the club (especially Lawrence, Wayne and Chuck) was very helpful to us and went to a lot of time and trouble to see that we got the best possible pics and coverage. But they went to even more trouble to put on this enduro and it was obvious even before you got on the course. All bikes were impounded the night before the race making campers and sleepwalkers safe from pit racers. Marking was good—several members of the club sent their 10 and 12 year old sons out riding in the "Dirt Squirt" class and weren't the least worried about them finding their way back. When the last rider left the start line, the sweep crew started out. An ambulance was available at all times. Many of the checks had water on hand and in difficult places the club had two members pushing or pulling bikes up and out of the way so that the "hot shoes" could get by.

There was one hill about 50 feet from the last timed check that was a biggie. It was about a 30 degree grade with some loose sand and deep dug out sections. Out of the first seven riders coming up to it, some which trophied, only one made a clean run. The majority of the riders got about 1/3 of the way up and ended up walking or pushing it the rest of the way, with help from the Trail Riders. The sincerity and sympathy of the Trail Riders was apparent when they told tired, dehydrated, dust-caked riders spilling it on the hill, "Hey, man, it's just about 50 feet to water and a straight ride in—let's get the scooter on up."

We talked with riders from New Mexico, Nebraska, Oklahoma, Texas and Wyoming and everyone gave the Post Enduro rave reviews. Post Enduro patches were on sale for $3 and a few competitors felt they should have been freebies, but the money is used by the Lubbock Trail Riders to finance riders trips to qualifiers so it's a justifiable cause. Another enduro is planned at Post this fall, but no definite date is set yet. If you want to experience some genuine Texan hospitality and compete in a well done event, go to the next one.

RESULTS:

Overall Winner—Henry Bostick, Penton, Dallas

POWDER PUFF

1st Place - Lannette Pool, Yamaha, Euless
2nd Place - Laverne Phillips, Penton, Abilene
3rd Place - Rita Franklin, Suzuki, Sunspot, NM
4th Place - Jeanette Westfall, Penton

Under 16 "Dirt Squirt"

1st Place - Sandy Cheek, Penton, Amarillo
2nd Place - Jay Calloway, Yamaha, Southland
3rd Place - John Terry, Penton, Amarillo
4th Place - Donny Westfall, Penton, Amarillo

100cc A Class

1st Place - Jody Coker, Penton, Amarillo
2nd Place - Greg Williams, Penton, Amarillo
3rd Place - M. W. Flowers, Penton, Gainesville
4th Place - Kenneth Cheek, Penton, Amarillo

101-125 A Class

1st Place - Glenn Terry, Penton, Amarillo
2nd Place - Jack Moss, Penton, Amarillo
3rd Place - James Fanstlin, Penton, Plano
4th Place - Ken Allmond,

126-200cc A Class

1st Place - Jerry Chitsey, Penton, San Angelo
2nd Place - Dale Breedlove, Snzuki, Waco
3rd Place - Harley Tittle, Honda, Euless
4th Place - Jerald Henderson, Penton, Amarillo

The crew from Motorcycle Supply—D

100 B Class

1st Place - Irvin Thomas, Honda, Lubbock
2nd Place - Dennis Latimer, Hodaka, Okla. City, OK.
3rd Place - Glenn Allison, Penton, Midland
4th Place - Mike Atwood, Yamaha, Carlesbad, NM

210-250A Class

1st Place - Robert Bauerkemper, Honda, Chadron, Neb.
2nd Place - Grover Rogers, Suzuki, Waco
3rd Place - Eddie Brashier, Penton, Amarillo
4th Place - Terry, Penton, Amarillo

201-250 B Class

1st Place - John Wallace, Husqvarna, Lawton, OK
2nd Place - Mike Thompson, Yamaha, Lubbock
3rd Place - Lawrence Robinson, Yamaha, Tecumseh, OK
4th Place - Carl Goetz, Jr., Penton, Odessa

251-Open A Class

1st Place - Arlie Abbott, Husqvarna, Shawnee, OK
2nd Place - Pete Donnell, Honda, Canyon
3rd Place - Bob Stewart, Honda, Amarillo
4th Place - Joe Godfrey, Penton, Amarillo
2nd Place - Bill Franklin, Suzuki, Sunspot, NM
3rd Place - Keith McKay, Puch, Amarillo
4th Place - Mike Chisholm, Penton, Midland
2nd Place - Jerral McDonald,
3rd Place - Perry Ellzey, Penton, Crane
4th Place - Jack Anciaux, Honda, Sydney, Neb.

251 Open B Class

1st Place - Emory Brocher, Yamaha, Denver, Col.
2nd Place - Gerald Cameron, Yamaha, Lakewood, Col.
3rd Place - Lewis Cunningham, Yamaha, Alamgardo, NM
4th Place - Larry Cunningham, Yamaha, Carlesbad, NM

April Fool II Enduro Won By Age And A New Honda

By JOHN COTTERELL

This year's April Fool course seemed to be either thick, choking dust or thick, deep mud. Of course, there were a lot of very pleasurable pipelines, fire breaks, and just plain funtrails, but all that you remembered after the event was the dust and the mud.

I really can't say what condition the mud was in for the early riders, but when you are almost the 500th rider to leave, you really feel sorry for the last guy out. There were slightly more than 500 entered, and the staging area held this number comfortably.

The 20 MPH course was a full 100 miles long, and had the inevitable Superbog in its latter part. As usual, there were several bikes hopelessly mired in the thick goo. A sleeper was the long, slick, muddy area which was a little past Superbog. More than one good rider laid it down in that stuff.

A course this long takes an incredible effort to lay out and mark. The committee, composed of Stan Walker, Kelly Williams, Terry Hambaugh, David Boyles, and Eddie Gradick, are to be congratulated. There were gripes from some people, of course, but there always are. I guess poor marking was the prime gripe. In it wasn't. The whole thing boils down to the fact that everyone has to follow the same course and is subjected to the same terrain and circumstances.

There was a new class instituted for this event, the Over 40 Class. I suppose the idea was to give the older generation a class of its own so they wouldn't have to compete against the youngsters. With all of this in mind, I suppose one should have expected that the overall winner would be running in this class. Raymond "Sonny" Burgess was riding a new 250cc Honda, and made the course with only 27 points lost.

Women and Juniors only rode half of the course. From the Novice, Expert and Over 40 Classes, there were only 35 riders who completed the entire course without being disqualified.

TRH APRIL FOOL II ENDURO

1st Overall

Raymond "Sonny" Burgess 27 pts.

Women's Division

1. Lynette Pool, 42 pts.
2. Keith Carley, 59 pts.
3. Marty Brown, 70 pts.

Junior Division

1. Clint Wallis, 10 pts.
2. Randall Lot, 39 pts.
3. Ronnie Supka, 45 pts.
4. Randy Choate, 45 pts.

0-100 Novice

1. Geryl Darington, 98 pts.
2. Don Gunter, C.P.5

101-200cc Novice

1. Bobby Dreggors, 42 pts.
2. Gary Menard 96 pts.
3. Charles Roberts 97 pts.
4. Dickey Laney, 99 pts.
5. Phil Ganot, 173 pts.

201-300cc Novice

1. Mike Devenport, C.P.6
2. Harry Cazemier, C.P.6
3. Lynn Fife, C.P.5

301-Open Novice

1. John Smith, 203 pts.
2. J. R Swindell, C.P.4
3. Ron Oeschler, C.P.4

Over 40 Class

1. Calvin Klien, 42 pts.
2. C. F. Powell, 183 pts.
3. Glen Hocansen, C.P.6
4. Walter Williams, C.P.4

0-100cc Expert

1. Jim Hill, 47 pts.
2. Lyndon Holcomb, 81 pts.
3. Jim McCarntey 116 pts.

101-200cc Expert

1. Joe Zimmerman, 37 pts.
2. W. D. Cotten, 37 pts.
3. W. D. Williams, 53 pts.
4. R. M. Schmideke, 55 pts.
5. Dan Brinkman, 68 pts.
6. Scott Elliott, 101 pts.
7. Robert Bosart, 103 pts
8. Mike Brown, 114 pts.
9. Bob Kresge, 140 pts.
10. George Cannon, 152 pts.

201-300cc Expert

1. David Parker, 78 pts.
2. Viv Martin, 105 pts.
3. E. W. McCann, 150 pts.
4. Monte Stutes, C.P.6
[illegible], C.P.6

301-Open Expert

1. John Milligan, 52 pts.
2. Charles Mangum, 68 pts.
3. Jim Jones, 135 pts.
4. Lawrence Skipper, C.P.6
5. George Smith, Jr. C.P.6

Team Award

Jim Hill
Lyndon Holcomb
Joe Wolf
John Cotterell

YUUUUCH — April Fool II Enduro rider Phil Gandt up to his uh, hubs. (Photo by Jim Hansen)

Post Pounder

by George McMahan

POST, TX., Apr. 15-The third edition of the Post Enduro was the biggest and best ever. Four hundred ninety-six entrants started the 20 mph average 100 mile course, buy only 135 finished in the required time. This year the Lubbock Trail Riders made the last 50 miles a little tougher than last November's enduro, and the rougher course certainly took its toll.

The Lubbock Trail Riders have access to 55,000 acres of rugged, unimproved ranchland in which to lay out enduro trails. Their usual procedure is to have two loops of approximately 50 miles each, which both return to the starting/camping area. The first loop is the Powder Puff side, buy many men riders would disagree. One story told about this enduro concerns a loose rocky ledge downhill section leading into an off-camber left hand loose rocky downhill turn. While several well dressed, well equipped men on expensive dirt bikes were stopped at the top trying to figure an easy way down, lil ol' Lynette Poole went skipping down that hill like it wasn't even there. She won the Powder Puff for the second time in a row.

Many well known enduro riders were at Post including Jeff Penton, and Ft. Hood two-day race director Jay Hickey. Troy Taylor and Jimmy Fojtik, promoters of the Rockne enduro, were there, along with many members of the Euless Stump-Jumpers. Many Amarillo riders were present. In fact, they dominated the 100 and 200 A classes.

As usual, the Trail Riders pick-up crews did an excellent job and all disabled bikes were back in camp by 4p.m. This year with only about 25% finishers, some riders thought the enduro was too tough. True, it wasn't a cakewalk, and maybe there were a few too many bottlenecks, buy overall this is a very good enduro. The Trail Riders seem to really enjoy putting it on, and it shows in their attitudes.

Trophies were very large and were awarded to 5 places in the B classes because of the higher number of entries. This is an enjoyable event, and any serious enduro rider ought to give this one a try.

RESULTS: Powder Puff: 1. Lynett Poole (Yam), 2. Sherry Moore (Oss), 3. Arlene Henderson (Hon).

Overall Winner: Phil Craine (Suz).

100cc A: 1. E.W. Bryan (Pen), 2. M.D. Drown (Hod), 3. Jim Sherrill (Pen).

100cc B: 1. Dennis Latimer (Ric), 2. Bill Pando (Pen), 3. Harry Husberg (Hon).

200cc A: 1. Jeff Penton (Pen), 2. Glen Terry (Pen), 3. Vance Ketcherside (Pen).

200cc B: 1. Jack Slay (Hod), 2. Paul Moore (Pen), 3. Dale Breedlove (Suz).

250cc A: 1. Joe Dixon (Yam), 2. Sam Colson (Hon), 3. Ralph Coen (Hon).

250cc B: 1. Leo Luechtefeld (Hon), 2. Lewis Cunningham (Yam), 3. Keith Wiggins (Hus).

Open A: 1. Roy Poole (Yam), 2. Pete Donnell (Hon), 3. Ken McLellan (Yam).

Open B: 1. Ray Cleveland (Yam), 2. Wayne Williams (Hus), 3. Rod Gresham (Yam).

CYCLE NEWS CENTRAL May 29, 1973

Texas enduro championship points

by ROY POOL

Because of the threat of gas rationing and/or other steps the President may take in the very near future to conserve energy -- there is a possibility that the remaining four races could be canceled. The four remaining races are: Odessa (2/24/74), Muenster (3/24/74), Gulf Coast (5/19/74) and Ft. Worth (6/2/74.

The clubs and sponsors of each enduro will be the final authority in determining whether or not they want to go ahead with their event in the event of nationwide gas rationing. Should any one or all of the enduros be canceled, the following rules will apply to the circuit point system:

If 6 enduros completed, deduct 2 worst
If 7 endnros completed, deduct 2 worst
If 8 enduros completed, deduct 2 worst
If 9 enduros completed, deduct 3 worst
If 10 enduros completed, deduct 3 worst

Any cancellations will be announced in Cycle News Central.

Listed below are the official place standings as of December 20, 1973:

100CC:
1. E.W. Bryan, Amarillo, 48
2. Lyndon Holcomb, Houston, 42
3. Dean Beddow, Amarillo, 38
4. Charles Crouso, Lk. Jackson, 32
5. David McQueen, Pinehnrst, 27

125CC:
1. Arthur White, Houston, 39
2. Jack D. Moss, Amarillo, 36
3. Michael Bradshaw, S. Antonio, 34
4. Raymond Buck, Honston, 32
5. Kinki Koi, Austin, 31

200CC:
1. Charles Bishop, Houston, 48
2. Milton Wendrock, S. Antonio, 46
3. Dale Breedlove, Waco, 30
4. Dee Williams, Nacogdoches, 29
5. John Hayes, Ft. Worth, 26

250CC:
1. C.A. Roberts, Houston, 39
2. Terry Cook, Houston, 30
3. Jerry Hunzeker, Everman, 29
4. Dicky Laney, Houston, 24
5. Vincent Baker, Roanoke, 22

OPEN
1. Roy Pool, Euless, 49
2. Richie Gardner, Irving, 43
3. Stan Walker, New Caney, 41
4. Edward Allen, Houston, 35
5. Robert Cardner, Houston, 33

WOMEN'S OPEN
1. Lynett Pool, Euless, 44
2. Vicki Allen, Houston, 43
3. Carol Jones, Port Neches, 43
4. Beverly McQueen, Pinehurst, 38
5. Sherry Moore, Abilene, 24

POST ENDURO

by George McMahan

POST, TX., APRIL 7

Henry Bostick took it all at the Post Enduro , and he wasn't even around to accept his trophy. Bostick lost 17 points to score a decisive overall win, a win he narrowly missed last year when he was only seven seconds from overall. This year's enduro had 453 starters from 9 states and only 180 finishers making it one of the rougher ones that the Lubbock Trailriders have put on. The course was the usual two loops, a relatively easy 42 mile East side for the Powder Puff and the under 16 class, then across the pavement to the West side for 50 miles of tougher riding. The course was characterized by a narrow loose bottleneck hill three miles out on the West side, then immediately down a treacherous rocky descent on the other side. This one section took out many riders and slowed everyone down. Except for one other caliche hill near the end of the route, the trail was really a fun ride. Checkpoints were strategically located and at the limits of the rule book It took excellent timekeeping and good riding both to trophy at Post this year.

Lynette Pool won the Powder Puff for the third or fourth time straight, and Pete Donnell from Canyon got second in the Open class for the fifth time in a row.

The Trailriders sweep crew did another outstanding job, having the course cleared by 4:30; trophies were presented around 7:00 p.m., and everyone packed up and went to the house.

For the first time, the Lubbock Trailriders used an impound area to control pit racing and traffic. All bikes brought through the gate were impounded and only those entered were released Sunday morning. This was experimental, but it met with such approval and cooperation from the riders that more clubs should try it. There was no pit racing and no dust (from bikes), no late night or early morning noise, it was great. If you enjoy enduros, come out and ride the uext one at Post. You'll enjoy it.

RESULTS

Powder Puff: 1. Lynett Pool (Yam), 2. Laverne Phillips (Pen), 3. Rita Franklin (Suz), 4. Janette Westfall (Pen), 5. Martha Chitsey (Suz).

Dirt Squirts (Under 16): 1. Sandy Cheek (Pen), 2. Jay Callaway (Yam), 3. John Terry (Pen), 4. Donnie Westfall (Pen), 5. Alvin Gressett (Kaw).

Overall Winner: Henry Bostick (250 Pen).

1-100cc Class A: 1. Jody Coker (Pen), 2. Greg Williams (Pen), 3. M.W. Flowers (Pen).

1-100cc Class B: 1. Irvin Thomas (Hon), 2. Dennis Latimer (Lat), 3. Glenn Allison (Pen), 4. Kenneth Cheek (Pen).

101-125cc Class A: 1. Glen Terry (Pen), 2. Jack Moss (Pen), 3. James Faustlin (Pen), 4. Ken Allmond (Hon).

101-125cc Class B: 1. Duane Evans (Pen), 2. Jerral McDonald (Pen), 3. Perry Ellzey (Pen), 4. Jack Anclaux (Hon), 5. David Davis (Yam).

126-200cc Class A: 1. Jerry Chitsey (Pen), 2. Dale Breedlove (Suz), 3. Harley Tittle (Hon), 4. Gerald Henderson (Pen), 5. Webbie Russell (Pen).

126-200cc Class B: 1. Joe Godfrey (Pen), 2. Bill Franklin (Snz), 3. Keith McKay (Puch), 4. Mike Chisum (Pen), 5. Larry Redding (Yam).

201-250cc Class A: 1. Robert Banerkemper (Hon), 2. Grover Rogers (Suz), 3. Eddie Brasher (Pen), 4. Mike Terry (Pen), 5. Joe Dixon (Coo).

201-250cc Class B: 1. John Wallace (Hus), 2. Mike Thompson (Yam), 3. Lawrence Robinson (Yam), 4. Carl Goetz Jr. (Pen), 5. Thomas Lee Newton (Hon).

251cc-Open Class A: 1. Arlie Abbott (Hus), 2. Pete Donnel (Hon), 3. Bob Stewart (Hon), 4. Mike Atwood (Yam), 5. J.C. Cooper (Yam).

251cc-Open Class B: 1. Emory Brocher (Yam), 2. Gerald Camron (Yam), 3. Lewis Cunningham (Yam), 4. Larry Cunningham (Yam), 5. Don Primm (Hus).

April 23, 1974 CYCLE NEWS

CRSmemo

TO ROY POOLE

FROM PHIL GANDT

DATE 15 APRIL 74

RE TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

CC

DUE to growing concern among Gulf Coast riders it has been requested that I write this letter and enclose some material and suggestions to aid the generation of standards for enduros on the Texas State Champoinship Enduro Circuit.

Roy, I realize Trail Riders of Houston is not well thought of around your neck of the woods but it will have to be recognized that TRH is the most experienced club in the state. Out of the many years of existance various organizational document have been generated. One document in particular applies to the organization of standards for the circuit, "Timed Events Procedures". I am suggesting this document be used (as enclosed and altered) as a basis for discussion at the upcoming meeting (by the way-please notify us of the exact date). Roy, I think if we have something to start from and work around, it will streamline this meeting and constructive work can take place. Also, I feel that this document should be accepted for its own values and prejudices shouldn't rein; therefore, the name of TRH should not relate to this document.

We are looking forward to the meeting and a coming year of truly "Professional" events and not just "chance" games. Keep pluggin' Roy, your doin' a fine job.

Phil Gandt
TRHED Chairman

Phil O. Gandt

T I M E D E V E N T S P R O C E D U R E S
(Revised--1 Feb 1974)

To continue the high quality and success of TRH Timed Events, the following standards are set forth. Any deviation from these standards must have prior approval of the Enduro Standards Committee (ESC). If approval is not granted, appeal may be made to the Exec-Board. If approval is still not granted, final appeal may be made to the voting membership at a regular meeting.

THE ENDURO STANDARDS COMMITTEE: Shall consist of the Events Coordinator, the three officers of TRHED, plus one member recommended by TRHED and approved by the Exec-Board.

THE EVENT COMMITTEE: Each separate event shall have its own committee. The chairman of an event committee must be experienced; he must have worked on layout, marking and scoring of a timed event. Each key member of an event committee is encouraged to train other committee members so they may progress to key positions themselves.

SCOPE: These standards apply to all events in which scoring is based on maintaining an average speed over a measured course. These events include Enduros, Lime Runs, Turkey Runs, Map Runs, ISDT type events, etc. These standards will also apply to the organization of hare scramble events.

EVENT AREA SELECTION: All proposed events locations must be approved by the Events Coordinator to prevent over use of any area. The exploration and use of new areas is encourage.

EXPLORATION AND LAYOUT OF EVENT COURSE: ~~Enduros must be classified family, medium, or major according to degree of difficulty. Other events should range from easy to medium.~~

AVOID --

- Private land (unless permission is granted)
- Railroad rights of way
- Churches in session
- Residential areas
- Impossible obstacles
- Established hiking trails
- Unauthorized utility rights of way

Consideration should be taken to provide ample all-weather parking and camping for anticipated entrants and spectators.

An Enduro course should be difficult enough to challenge the Expert rider but not so difficult as to discourage the Novice. Consideration should be given the possibility of bottlenecks and course deterioration. ~~Women and Juniors need not be required to ride the entire course.~~

COURSE MARKING: The club will furnish all materials needed to mark and score an event. These include striped ribbon, printed arrows, etc. Additional materials and tools may be obtained through the events coordinator.

Along roads and clearly defined trails, striped ribbon is recommended with an occasional arrow to verify course direction. Ribbons and arrows should be placed to the rider's right where possible and should be hung out of the reach of passing riders.

In thick woods or on an ill-defined course, arrows should be so pointed as to clearly indicate direction of the course.

TURN MARKING: One turn arrow should be placed 50-100 feet before each major turn. Two arrows shall mark the turn, placed directly before the turning point. Mileage to this point, from the start, shall be posted at the turn. A confidence arrow shall be placed within 100 feet after the turn to verify the correct turn direction was made. Double arrows at the turn shall be marked with a letter "R" or "L" to discourage changing of arrow directions by unauthorized persons.

Where non-participant interference is probable, lime bombs also should be used to mark turns. This should take place before and after the turn.

Arrows point to point vertically denote danger and should be placed well in advance of the danger points. Danger spots, even if questionable, should be so marked and consideration should be given to the average speed in this instance.

A wrong way mark should be used on all abrupt turns off a well defined trail. This is indicated by writing a "W" on the back side of an arrow with a waterproof felt pen. This sign should be placed a reasonable distance down the wrong trail.

A point five miles from the start should be clearly indicated and no check point will be allowed before this point.

Where a course crosses a road, arrows should be placed before the intersection indicating the direction of the course. Arrows should be located so as not to be seen from the road. This avoids non-participants removing arrows.

Running two ways on the same road should be avoided as much as possible for obvious reasons. Also, a course should not cross itself if at all possible.

AVERAGE SPEEDS: After the course is marked, the events committee must ride the course in order to set the average. One speedometer should be used to measure mileage for the entire course. The concept of ~~a TRE~~ AN Enduro is that it is not a race but rather an event that requires riding skill and careful calculation. Average speeds should not require difficult arithmetic; therefore, they should be 10, 12, 15, 20, or 24

M.P.H. Odd or fractional averages should not be used. Multiple averages may be used but average speeds shall change only at secret checks.

CHECKING STATIONS: ~~[illegible] Enduro Rules Section 4.2 for definition.~~

Secret checks should not be located within 5 miles of each other or within 5 miles after a gas stop.

Secret checks should be so located as to not be seen in advance by a rider. Avoid parking officials cars in locations that indicate the presence of a checking station. See check point officials instructions for operational details and duties.

There are several philosophies in the location of secret checks. Sometimes they are located immediately after a difficult section of the course. Other times, after a long easy stretch. In any case, the location should be unexpected by the rider, it should be easily accessible by the check point official, and it should be on an even mile.

All checking stations should be so located as to not become congested by riders. Compelling riders to wait in line for officials to check them in should not be a part of Enduro competition. Officials are urged to wear identifying garments such as red vests (available from the club).

GAS STOPS: Gas stops should be provided at points not more than 40 miles apart. Riders with bikes unable to go that far should make arrangements with the events committee to have gas at an earlier check point. Events committee should provide transportation for the riders' gas cans to this point. Gas cans should be located in open area on the right side of the course. An operable fire extinguisher should be provided and no smoking - dead engine should be announced at riders meeting.

EVENT ANNOUNCEMENTS: Must include . . .

1. The name ~~"Trail Riders of Houston"~~. HOSTING CLUB
2. The name, date and location of the event. (Location to be given as a verbal description or a printed map.)
3. Approximate mileage and possible averages.
4. Registration details including time, deadlines if any, possibly an entry form, a mailing address ~~(P. O. Box 22932, Houston, Texas 77027)~~ and a notation to make all checks payable to ~~Trail Riders of Houston~~ HOSTING CLUB.
5. Entry fees for members, non-members, early and late entrant.
6. Bike classes and rider divisions (Juniors require minor's release.)
7. Silencers and spark arrestors mandatory start to finish. (Stick test)
8. Helmet required.
9. Phone numbers for information.
10. Special rules.

11. Riders meeting time. (Riders meeting mandatory)
12. Time first rider leaves.
13. Availability of camping, parking, and motels.

It is recommended that announcements for major events be mailed out at least one month prior to the event date and that early registrations be closed at midnight two weeks prior to the event date. Minor events should be announced three weeks before the event and early registrations received up to one week before the event.

STANDARDS FOR ENTRY FEES:

1. All checks must be made payable to the Trail Riders of Houston.
2. Pre-registration by mail entry fees must be turned over to the club Treasurer at least once a week. Fees collected the day of the event must be turned over to the club Treasurer the same day or deposited in the bank as per instructions by the club Treasurer.

~~Entry Fee Schedule....~~

	Enduros	Medium	Minor Events
TRH Member	5.00	4.00	2.50
Non-member	10.00	8.00	4.50
Mail Entry Member	5.00	4.00	2.50
Mail Entry Non-member	10.00	8.00	4.50
Late Entry Member	7.00	----	----
Late Entry Non-member	12.00	----	----

~~Family class of three or more, in family enduros, will be a flat rate of $5.00.~~

Team entry fee - optional.

REGISTRATION: All entries must be on TRH form or contain official indemnity release. Minors must have signed and notarized official TRH form. Rider numbers will be assigned by drawing in major events from mail pre-entries; late registrants will be assigned numbers in sequence of registrations. On minor events, this is optional.

At major events, the chairman may distribute rider numbers after the drawing and before the day of the event, if he wishes. If distribution is made the day of the event, separate tables should be provided for late entrants and number distribution to early entrants.

A copy of TRH Enduro Rules should be available upon request, and Rider Instructions should be provided for each rider at the time his number is issued. Two gummed labels, marked with waterproof ink, to be placed one on each side of the helmet, should be used for rider numbers.

Major events shall be limited to 500 entrants with parking attendants and port-a-cans being provided for events of 300 or more entries.

AWARDS: For major and medium enduros, an amount of $2.00 for each entry may be spent on awards; awards limit on minor events will be $1.50 per rider. No prize with a retail value of more than $50.00 will be awarded, and all prizes will must be donated. If it is desired to give awards the day of the event, the events committee may be advised as to a reasonable estimate of quantities needed by the Enduro Standards Committee or the Events Coordinator.

ANNOUNCING RESULTS: The results of all events will be announced by printed sheet(s) mailed to all contestants as soon as practicable after the event. The results sheet(s) shall contain complete scoring chart and a list of the unofficial trophy winners. Protests will be accepted for a specified period of time (not less than one week after the mailing date) and will become final as of midnight on the specified date.

Should trophies be distributed the day of the event, then the results of these shall be mailed to all participants together with a list of the unofficial trophy winners.

Results of minor events shall be posted in the club's monthly newsletter if not posted elsewhere.

RESCUE: After the last entrant starts, the rescue (clean up) crew will leave and begin to ride the entire course. Their prime objective will be to get every person out of the woods and back to the parking area. If possible, disabled machines will be rescued by this crew. The following weekend, the event committee will supervise the rest of the membership in the taking down of the ribbons and arrows from this event.

Ghost of a Chance

By Lynett Pool

THURBER, TX., JUNE 16

Bob Whitehead of Fort Worth rode his wife's Honda 125 in his first enduro for an almost perfect score, losing only one point to win overall in the Ghost Town Enduro. The enduro sponsored by the Trailblazers of Ft. Worth was approximately 60 miles in length over varied terrain in the rugged ranchland of West Texas near Thurber, 70 miles west of Fort Worth.

The temperature was nearing 103 degrees and I noted the heat was taking its toll on the riders as many were seeking the shake of the widely-spaced and sparsely numbered trees and bushes. Out of the 200 riders that started the race, little over 50% managed to make it to the finish.

Although the Trailblazers had requested that no one be allowed at the checkpoints or the gas stop (because of the extreme dryness and the threat of a possible ranchland fire), I managed to convince the driver of the gas truck (who just happened to be the owner of the land the race was being held on) that I could pose no threat because I did not smoke -- and therefore was allowed to follow him out to the gas stop to be on hand when the first riders began to filter through. The gas stop was approximately 2 hours out for the riders and by the time they had ridden the 38.8 miles they were more than ready for a drink of water, which we provided for as long as the rider lasted. We even drained the ice chest to give the parched riders a drink. Many of the riders called it quits then and there because of the heat, and the warning that the roughest was still yet to come.

The Ghost Town Enduro was the tenth and final race in the Texas State Enduro circuit series for this season. Riders came to this event with high hopes of victory, but many of the state's top riders believed two checkpoints to be off and cost them many valuable points. To have the series for this past season end on a sour note was a big disappointment to Roy and me as we have put in many long and hard hours striving to make the circuit a success.

Charles Bishop of Houston, Texas is the new Texas State Champion for the 74-75 season. Congratulations, Charles! A complete report and results will be tabulated within the next 3-4 weeks and mailed out to the participants in the series. A complete report will also be filed with Cycle News Central.

TEXAS STATE CHAMPIONSHIP ENDURO AT MID-POINT

By: Ray Pool

After a poor start in the enduro circuit, I was lucky and managed to put two overall wins in the bag along with placing high in the other four circuit enduros to come out leader at the halfway point by a narrow margin of one (1) point, followed closely by Charles Bishop of Houston in the 200 class and E. W. Bryan of Amarillo in the 100 class. But it is a great feeling to say that I am leading the T.S.C.I.C. at the midpoint, because there have been over 800 legal finishers in the first six enduros. I estimate that altogether - we have had over 1,000 participants in the first six enduros. There is four more enduros left on the 73-74 circuit - and placement is "up for grabs" in every class. The point spread in every class is running extremely close - no one person or class is "running away" with it. This is what makes the circuit so great - although I am leading the points for Overall now - after the next enduro, I could be number 15 or 20.

I would like to take time out to "tip my hat" to the ladies that have entered the six enduros so far. This is my third year to follow the enduros around the south central state area and for the first two years there was just enough women entering the enduros to have a class. If there were as many as ten women entered in any one enduro, well - they really had a big class because there are just not as many women that are competitive minded. But since the T.S.C.I.C. was organized - there have been close to 50 different women entrants and at Lubbock (Post) - the ladies had a larger class

been riding for the last four years. And for the majority of that time, she has been winning her events in practically everything she has entered, and I was and am very proud of her not only for being a winner but for being the kind of woman that enjoys the same type of sports that I am interested in. I know many men that are not as fortunate as I in that respect. But since the T.S.C.E.C. has been organized, in Lynett's own words, the women riders are "coming out of the woodwork" and instead of merely "showing up" - she now has good competition. And I know for a fact that she is enjoy this very much. She used to go to the enduros thinking it was going to be just another Sunday ride for her, but this year, on the way down to the enduros, she is talking about her competitition in Vicki Allen, Carol Jones, Beverly McQueen, Betty Hayes and others. And now, she worries me to death about her bike the week before we go to a circuit enduro - wanting to know if I have checked this or fixed that or done this or done that! I hardly have time to get my bike ready - because she has me working on her's till midnight every night. Now she thinks her bike must be in A-1 shape before every enduro - just like mine - and oh boy, if it happens to break during an enduro - then I nearly have to walk home!!

Lynett got off to a poor start on the circuit when she broke her contact lense the morning of the first enduro at Muenster. Unfortunately, she failed to take a spare along with her to the race - so consequently she was unable to finish which started her off in the circuit with a low score. But after completeing the six enduros, she is leading her class with one point over Vickie Allen and Carol Jones who are tied for second and third place.

I understand that Betty Hayes will be back in the circuit soon. Betty rode the first three enduros and then had to drop out because of surgery. Rember girls, she won 1st and 2nd in tow of the only three enduros that she entered - better watch out for her when she comes back!

Ladies, keep up the good work you are doing and take time to encourage any other women riders you may know and invite them to ride one of the circuit races. The more you have entered - the more enjoyable it will be for you. Motorcycle riding and competition is not only for their husbands, sons and boyfriends - but for them too. And I can testify that it has been more enjoyable for me because my lady enjoys it too.

I hope that you all have enjoyed the T.S.C.E.C. as much as Lynett and I have and we hope to see you all at the

TEXAS STATE ENDURO STANDINGS

100cc

E. W. Bryan, Amarillo 48, Lyndon Holcomb, Houston, 42, Dean Beddo, Amarillo, 38, Charles Crouse, Lake Jackson, 32, David McQueen, Pinehurst, 27, Bob McKnight, Nacogdoches, 18, Harry Husberg, 18, Gene Harris, Ducanville, 17, Bill Jennings, Seabrook, 15, Chas. Wagley, Plano, 12.

Women

Lynett Pool, Euless, 44, Vicki Allen, Houston, 43, Carol Jones, Port Neches, 43, Beveryly McQueen, Pinehurst, 38, Sherry Moore, Abilene, 24, Betty Hayes, Ft. Worth, 23, Mary McKinney, Arcadia, 21, Laverne Phillips, Abilene, 14, Donna Burnam, Colo City, 6.

125cc

Arthur White, Houston, 39, Jack Moss, Amarillo, 36, Michael Bradshaw, San Antonio, 34, Raymond Buck, Houston, 32, Kiki Koi, Austin, 31, Jim Hill, Houston 22, Roy Conway, 19, George Duchesne, Houston, 15, Clint Gerke, Austin, 14, Ron Zillious, Houston, 13.

200cc

Charles Bishop, Houston, 48, Milton Wendrocksan, Antonio, 46, Dale Breedlove, Waco, 30, Dee Williams, Nacodoches, 29, John Hayes, Ft. Worth, 26, Walter Boyd, Nederland, 19, Don Engeling, Austin, 17, Lee Compton, Del Valle, 17, Phil Gandt, Houston, 15, Richard Byrd, Houston, 14.

250cc

C. A. Roberts, Houston, 39. Terry Cook, Houston, 30, Jerry Hunzeker, Everman, 29, Dicky Laney, Houston, 24, Vincent Baker, Roanoke, 22, Henry Polley, Dallas, 21, Mike Davis, Irving, Jerry Chitsy, San Angela, 21, Henry Bostick, Dallas, 19, Dan Brinkman, Austin, 17.

OPEN

Roy Pool, Euless, 49, Richie Gardner, Irving, 43, Stan Walker, New Caney, 41, Edward Allen, Houston, 35, Robert Cardner, Houston, C. F. Powell, San Antonio, 29, Gerold O'Brien, Irving, 23, Ronnie Webb, Wichita Falls, 16, Don Primm, Wichita Falls, 15, Mike Casper, Killeen, 14.

Kaw Valley National Enduro

Vern Street gives a cheerful farewell to the photographer at the starting line.

Helen Syler looks a little less then cheerful at this point.

by Ken Frakes

The Kaw Valley National Enduro on Sept. 15 attracted almost 500 riders representing 21 different states to try their skills on a 104-mile course in and around Lawrence, Kan.

Wheelsport Motorcycle Club, the sponsoring organization, did their usual good job of organizing and conducting the event, despite some flies deposited in the ointment by the Kansas Highway Patrol and some local county sheriffs.

Beginning a story with the bad news tends to leave a bad news flavor throughout the story, however, and there was plenty good about the enduro that ought to be covered first.

The first good news as far as most of us is concerned is the fact that clubs are finally beginning to really crack down on noisy motorcycles. The Kaw Valley event required every bike to pass the AMA noise level requirement of 92 dbA at 50 feet. It was actually checked with a decibel meter and even thought 92 dbA is still plenty loud, there was a noticeable improvement in the noise level in the woods as well as on the starting line.

As usual with almost any motorcycle event, it rained the night before. It also drizzled most of the morning, but not enough to create the nightmarish swamps that take out a couple of hundred competitors at a time. The trail was just greasy enough to make the course difficult without making it impossible.

The local riders are probably used to the particularly slippery kind of mud found in the area, but those of us from other localities had a rough time of it until the last half of the course where things were almost dried out.

For those of you who have never ridden this event but plan to, or those who have ridden it but still haven't found the secret to staying up on two wheels in that grease, here's a tip. Don't try to negotiate those greasy-stumpy-rocky sections standing on the pegs. Sit down and paddle with both feet.

It looks bad, but not as bad as having the bike shoot out from under you sideways and dumping yon on your head. It took me three years and 200 miles of riding the Kaw Valley trails to discover that little secret to agree with it.

The course was well marked with directional arrows and danger signs most of the way, but the last 30 miles or so were pretty skimpy on the arrows. No problem if you watched your route sheet closely, but there were several long stretches without any sort of marking to assure you about the right direction.

Most of the riders seemed to divide the course into two major parts — before the creek, and after the creek.

The tire-changing contest was won by Jim Simmons on a Rokon-Vern Street [foreground] took 2nd.

PHOTOS BY SCOTTY BEAVERS

The creek in question was about a nine mile section where the trail criss-crossed and went right down the bed of a shallow (in most places) and sandy-bottomed creek.

Dozens of motorcycles ended the day in this section, either wet-out, mired down, or completely drowned. Several could be found only by the tip of a handle-bar sticking out of the brown water. If you were lucky, the water never went above your axles, but a [illegible] variation off the right line could put you into a catfish hole.

Before the creek was the greasy part of the day, and after the creek the trail was more like a well groomed motocross track — soft but not slippery. In fact, most riders were really making up lost time on the latter part of the course until just before the last check-point. Most of us spent at least 15 minutes at a particularly irritating hazard that was where we least expected to find trouble — right in the middle of a highway.

A real honest-to-goodness roadblock by the Kansas Highway Patrol was destroying on-time averages as well as making it difficult for us "doober" riders to stay within our hour.

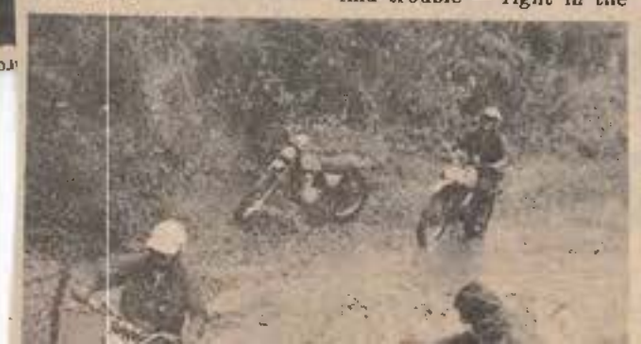
Being a reasonably law-abiding citizen who supports law enforcement and pays parking tickets on time, I was unprepared for the experience of being harrassed. It is difficult indeed to be treated as a common criminal by an officer of the law who establishes himself as judge and jury just to make you sweat.

There were about 15 other motorcycles just pulling away from the balck-and-whites when I was flagged down. I figured they were curious about all the muddy motorcycles running all over the countryside and some one had explained what was going on and that was that. But not so.

"You got a driver's license?" was the first question I got.

"Certainly," I replied courteously and reached for my hip pocket for my billfold. Then I realized (with great embarrassment) that I never carry my billfold while riding through creeks and mudholes on a motorcycle.

"Actually," I apologized to the officer, "I don't seem to have it on my person just now."



MUENSTER ENDURO

4-16-74 CMC

by Roy Pool

MUENSTER, TX., MARCH 24

The Muenster Jaycees hosted the Red River Enduro at the Van Harris ranch north of Muenster, Texas. The Jaycees with the expert help of Mr. Joe Skidmore, an old hand at enduro races, played host to 470 riders on a cold, blustery March morning. Although the calendar said that Spring was here -- it must have been hiding.

This was a closed course enduro -- run in two loops of approximately 35 miles each. There was also a course change during the second loop with some additional check points thrown in to spice things up. Several riders were heard grumbling because they did not have enough punch marks on their score cards -- but they were warned before the race began (during the riders meeting) to expect the course change and a true enduro rider would have anticipated the change in check points also. Joe Skidmore, who layed out most of the course, was overheard apologizing to Lynett Pool because he had told her the day before the race that if any of the women riders managed to make even one lap that he would be surprised -- and Lynett and Betty Hayes both finished both laps on the same course that the men rode and Lynett did it losing only 14 points. Had it not been for one check point where everyone seemed to be hitting it early -- it is conceivable that she could have won overall. (We men would never have lived that one down had it occurred.)

Jack Norton of Dallas swept the overall placement losing only two points. Jack came within one point of winning overall at the Odessa Enduro held February 24. It was a heartbreaking disappointment to be beaten by one point -- so he was more than deserving of this overall victory.

The Jaycees deserve a round of applause for the fine job they did getting the course ready for the enduro. There were so many ribbons and arrows to mark the trail that a blind man could have ridden the course and not been lost at any time. Approximately an hour after the race was officially over, the trophies were handed out and 470 riders and spectators were on their way home by 4:00 pm. This was excellent and I am sure that I speak for everyone in thanking the Jaycees for getting everyone started home at this early honr.

RESULTS

Overall: Jack Norton (Dallas) - 2 pts.
Women: 1. Lynett Pool, 2. Betty Hayes, 3. Cherly Robbins.
100: 1. Joel Coker, 2. Steve Jones, 3. Lyndon Holcomb.
125: 1. Glenn Wilson, 2. Jimmy Hill, 3. Monty Byrd.
200: 1. Dee Williams, 2. Richard Green, 3. Terry Norman.
250: 1. Randy Cochran, 2. Pete Horne, Jr., 3. Shelby Blankenship.
Open: 1. Bob Poe, 2. Bruce Rose, 3. Jack Henry.

Riders get the word at check three that the Piney Woods Enduro is over for this year.

PINEY WOODS ENDO

5/22/74

Story and Photos by Rob Robertson.

BANANA HILL, TX., MAY 19

"Lessee yawls' drivers licenses .... what kinds motysickle you ridin there, boy? H-u-s-q .... better lemmee see your citizenship papers too." It wasn't quite that bad but the long arm of the law reached out into the dirt Sunday and caused an early conclusion to the Piney Woods Enduro. Some lessons can be learned by promoters and organizers from the situation that developed here.

The Gulf Coast Trail Riders got their event off to an impressive start with an extremely well thought out starting technique using a pre-grid system and an obviously carefully considered scoring tag and identification system. The pit and camp area too showed the results of careful planning and attention to detail. Unfortunately a couple of minor details were apparently overlooked. Nobody bothered to tell the local residents or the law enforcement folks what was going to happen Sunday morning. As a result, the phones at the local Department of Public Safety office began to ring. Seems there are a lot of "old folks" (according to the patrolman) who are used to the woods being quiet, and they didn't take kindly to a "bunch of motorcycles running up and down the roads at full speed." Upon receiving several calls of this nature, a patrol car was dispatched. Unfortunately, the first two-wheeled conveyances they encountered were those mounted by your friendly local Cycle Newsie and Jim Powers, GCTR's event chairman. Seems that the dirt trail we were on qualified as a "County-Maintained Road" and that we shoulda known better. Long discussions as to why Jim's 80cc YZ and my Husqvarna did not bear license plates, etc., served to reduce the consequences somewhat, but the obvious conclusion was that since the enduro used several of these type roads and trails as part of the course, it would have to be terminated to avoid wholesale arrests, tickets, etc. The organizer's interpretation of road classification made better sense than it would seem on the surface. The entire enduro was plotted on private property (the International Paper Company was kind enough to donate the use of their forest), and all roads within the property were assumed to be private logging roads. The "road" on which we were stopped bore no markings of any kind and the alleged County Maintenance must have been pretty slack. Oh well, win a few, lose a few.

The fifty-four miles of the event that was used included some fantastic woods riding in a beautiful setting. Many of the riders we talked with at the termination point (check three) expressed great enthusiasm for the course, the marking, and the organization of the event. And while everyone was disappointed that the whole run could be completed, there didn't seem too much bitterness evident.

RESULTS
Overall: Bob Whitehead (125 Honda)
Women's Open: 1. Carol Jones, 2. Laverne Phillips, 3. Martha Chitsey.
0-100: 1. Jim McCartney, 2. Steve Jones, 3. Lyndon Holcomb.
101-125: 1. James Faustlin, 2. Jack W. Moss, 3. Jimmy Hill.
126-200: 1. John Hayes, 2. Charles Bishop, 3. Jimmy Clampet.
201-250: 1. Jack Henry, 2. Mike Davis 3. Sherben Blankenship.
251-Open: 1. Dale Breedlove, 2. Larry Robinson, 3. Paul Frederick.

7-16-74

8/24 Cycle News
Gulf Coast M/c
S. W. Cycle News - OKLA

'73-'74 ENDURO CIRCUIT

Well, after many long and sometimes hard months, the first Texas State Championship Enduro Circuit season has ended. From Odessa in far West Texas to Beaumont in far Southeast Texas - clubs from all over our state participated in the first year of our successful state enduro circuit. Ten clubs in all participated and a total of over 2600 entries rode enduros in nearly every section of the state. For the first time - a successful, organized enduro circuit was conducted in the state of Texas - something no one else has been able to successfully accomplish before.

A meeting was held in Waco recently for the purpose of organizing a schedule of events for the new season in 1974-1975. This year we will have 13 circuit enduros beginning September 22 with the Gulf Coast Trail Riders sponsoring the first circuit enduro. The Gulf Coast Trail Riders club will also be the host for the Awards Banquet for the winners of the past season. The banquet will be held on Saturday night, September 21, in Woodville at the Woodville Hotel. Woodville is approximately eight miles from the site of the enduro to be held the next day. Everyone is invited and urged to attend the Banquet to honor our winners for the '73-'74 enduro season. The Banquet will begin at 7:00 P.M. and the Awards ceremony to begin at approximately 8:00 P.M. The meal will be approximately $2.50 per person and will be served buffet style. Dress will be strictly informal and families and kids are also invited to attend. If you don't care to eat - come a little later for the awards ceremony anyway! More information concerning the Banquet will be included in the entry blanks from the Gulf Coast Trail Riders club.

Schedule of Events for the coming season are listed below:

Sept. 21	'73-'74 Awards Banquet - Woodville Hotel
Sept. 22	Gulf Coast Enduro, P.O. Box 1093, Nederland, TX 77627
Sept. 29	TRH, P.O. Box 22932, Houston, TX 77027
Oct. 20	Sidewinder's Enduro, 220 E. Huff, San Antonio, TX 78214
Oct. 27	Cottonboll Nationals, Track & Trail Sport Riders, P.O. Box 9251, Amarillo, TX 79105
Nov. 3	Odessa Enduro, 2220 Hanley, Odessa, TX 79762
Nov. 10	Lubbock "Post" Enduro, P.O. Box 1012, Lubbock, TX 79408
Dec. 8	Stump Jumpers, P.O. Box 132, Euless, TX 76039

Jan. 19	San Angelo "Concho Enduro", 3617 Old Post Rd., San Angelo, TX 76901
Feb 9	Sweeny Enduro, P.O. Drawer 127, Sweeny, TX 77480
March 23	Southwest Sports Asso. Enduro, 1915 Roman Florest, New Caney, TX 77357
April 13	Trailblazers Enduro, 2708 Larkin Ave., Ft. Worth 76133
May 4	Cinco De Mayo Enduro, 2207 N. 17th, McAllen, TX 78501
June 29	Et Cetera Enduro, 7603 Twin Hills Dr., Houston, TX 77071

(Note: Only Texas residents will be eligible for Texas Circuit Points)

Contingency - Prizes for the '74-'75 enduro circuit have been donated from many area dealers. A special "thank you" to all the dealers for their constant and continued support of the Texas Enduro Circuit. The circuit will be awarding trophies as well as contingency prizes down through 10th place this season. Drop in at the dealers listed below and say "thanks" on behalf of the circuit as well as yourself:

(see attached sheet for contingency prizes and dealers)

Final Results are listed below for '73-'74 Texas State Championship Enduro Circuit Season: (for more complete results, send a self-addressed and stamped envelope to Roy E. Pool, 704 Brownstone, Euless 7603

(see attached sheet for results)

PINEY WOODS - CIRCUIT ENDURO #9

May 23, 1974 - By: Lynett Pool

The Gulf Coast Trail Riders hosted the 9th enduro in the Texas State Enduro Circuit. 230 riders left the starting line on a foggy south Texas morning anticipating a good ride in the beautiful Sam Houston Forest National Park. The riders encountered many obstacles such as the fog, mist (sure on the goggle wearers), mud and water and eventually the law. The race was to have been approximately 80 miles in length but had to be terminated at the third check (53 miles) because unfortunately some of the local residents were not agreeable to having their quite Sunday disturbed by a bunch of motorcycles running through (what they considered) their forest. So, after the local law began issuing tickets to the cyclist - the host club decided to terminate the race at the third checkpoint.

And personally, I was just as glad to be stopping, because I sure wasn't feeling very good along about that time. Approximately 22 miles from the starting line, someone with a very warped sense of humor strung one strand of new barbed wire across a fire lane, neck-high, just past the point where the marked trail turned off across a field of cutdown logs. This warped person also tore the arrow down that indicated the turn. The Gulf Coast Trail Riders assured me that they had checked the course carefully the night before the event to make surethat all arrows and streamers were up and they said no barbed wire was present during their final check ride thru the course. So someone must have gone out during the night and strung the wire up across the fire lane, evidently to see what or who they could catch. Well I missed the turn and saw the wire just moments before I ran into it. I managed to raise my head, otherwise it would have caught me across the mouth, just enough so the wire caught me across the chin and throat. Fortunately, the wire pulled loose from one end where it had been secured, otherwise, it couldhave easily have broke my neck or at the very least, caused some very deep cuts.

Other than some very bad brusies and cuts and scratches, I was uninjured. Two Gulf Coast riders were close by when this accident occurred and were most helpful to me. I would like to thank these two men for their concern and help. They were at several points on the trail between the point of the accident and the finish line and told me that they just wanted to make sure that I was all right. I did finish the race, although if it had not been a circuit race and extremely valuable circuit points at stake - I would have quit.

I only wish that whoever was responsible for that wire across that path had been there to see the end-results of his handiwork. I'm sure that he would not have been very proud had his maliciousness killed or maimed someone severely.

79 riders made it to the third check point within legal finishing time. David McQueen of Grapevine and Charles

GHOST TOWN ENDURO

Thurber, TX, June 16, 1974: By Lynett Pool

Bob Whitehead of Fort Worth rode his wife's 125cc Honda in his first enduro for an almost perfect score, losing only one (1) point to win overall in the Ghost Town Enduro. The enduro sponsored by the Trailblazers of Ft. Worth was approximately 60 miles in length over a varied terrain in the rugged ranch-land of West Texas near Thurber, 70 miles west of Fort Worth.

The temperature was nearing 103 degrees and I noted the heat was taking it's toll on the riders as many were seeking the shade of the widely-spaced and sparsly numbered trees and bushes. Out of the 200 riders that started the race, - little over 50% managed to make it to the finish.

Although the Trailblazers had requested that no one be allowed at the checkpoints or the gas stop (because of the extreme dryness and threat of a possible ranchland fire) - I managed to convince the driver of the gas truck (who just happened to be the owner of the land the race was being held on) that I could pose no threat because I did not smoke - and therefore was allowed to follow him out to the gas stop to be on hand when the first riders began to filter through. The gas stop was approximately 2 hours out for the riders and by the time they had ridden the 38.8 miles - they were more than ready for a drink of water, which we provided for as long as the water lasted. We even drained the ice chest to give the parched riders a drink. Many of the riders called it quits then and there because of the heat, and the warning that the roughest was still yet to come.

The Ghost Town Enduro was the tenth and final race in the Texas State Enduro Circuit series for this season. Riders came to this race with high hopes of victory, But Many of the state's top riders in the circuit believed two checkpoints to be off and cost them many valuable points. To have the series for this past season end on a sour note for many of the state's top riders was a big disappointment to Roy and I as we have put in many long and hard hours striving for the circuit to be a success.

(cont. from from page 6)

Oklahoma?" he sneered (yes, actually sneered).

"Yessir, but you see they tend to get broken off very early in the game in an enduro so I wear this near visor with little mirrors attached to it so I actually have better rear vision than fixed mirrors would give me."

"That won't cut it in Kansas, fella," the officer replied. "I think you'd better just park that machine and sit here for awhile."

So, I parked my Honda against a tree and limped back to the patrol car to see if I could possibly talk my way out of a life term at Leavenworth. My left foot was swollen from an earlier encounter with a stump at about 30 mph, and I suspect my exaggerated limp may have helped convince the officer that I needed to continue.

I spent 20 minutes trying to convince these officers that I was not on the 10 most-wanted criminals list. That I was a reputable citizen, gainfully employed, cut my hair above the collar, and would never-never-never-never ride a motorcycle in Kansas without my drivers license again.

I kept waiting for the pink slip that says you can plead guilty by signing your name and pay the fine at the nearest mailbox in the company of a law officer, but it never came. Strangely enough, this is what irritated me the most. These guys weren't enforcing the law, they were simply making life difficult for us.

I wouldn't have taken 10 minutes to have been written a citation and been on my way, but instead I spent 20 minutes being accused of criminal neglect. This is not to say that I would have been happier with a fine to pay, but at least I would have had the benefit of due process of the law which is the right of every United States citizen regardless of race, creed, sex, national origin, or mode of transportation.

But if things were bad for the riders, even the spectators had problems that were irritating to say the least. Several spectators' automobiles and vans were towed away from roadside parking spaces. The Wheelsport MC's gasoline truck was towed away from one of the gas-stops and the "Southwest Cyclist" editor and staff car was hauled away before they could respond to a request to move it.

John Dennis, spokesman for the Wheelsport club, said they have lodged strong protests with both the Kansas Highway Patrol and the county sheriff's office which started the tow-in binge at spectator points.

"We believe we've got things pretty well straightened out with these agencies," Dennis said. "Nobody could have been much angrier about the way our riders were treated than those of us in the club, and we've made sure that the Highway Patrol understands how we feel about harrassment.

"There were charges that we hadn't made proper arrangements with law officials concerning the use of public roads in this event which were completely false. We notified everyone we could think of, but the word apparently didn't get down to the people doing the harrassing.

"We want to make it clear," he added, "that we don't expect law officers to turn their heads to violations of the law. We want our riders to know that it is their responsibility to be street legal when they ride our event. But there's no good excuse for the kind of harrassment that was dished out this year.

The Kaw Valley Enduro is worth going back to even if I attach mirrors with bungee cords. I plan to carry my drivers license, my guaranteed bail-bond card, a $10-bill, and a quarter to call my attorney next time. But the ride is worth the trip as long as there's no harrassment.

One lone rider in a typical part of the Kaw Valley course.

High-Overall: Jim Fortune [Husky 980 pointa.

Heavyweight Champion: Ray Biesk [Yam] 973 points.

Mediumweight Champion: Gary Kelderman [Honda] 977 points.

Lightweight Champion: Terry Benbow [Honda] 969 points.

"B" Champion: Stan Gregory [Honda] 972 points.

Oldest Rider: Richard Beagle [Rokon] 54½ years

125cc "A": 1. Darrel Smith [Honda] 955 points; 2. Mike Sasti [Honda] 945 points; 3. Richard Sorenson [Honda] 944 [1];

250cc "A": 1. Jordon Chaney [Yamaha] 974 points; 2. Robert Bauerkemper [Yamaha] 972; 3. Robert Caplinger [Kawasaki] 967;

Open c.c. "A": 1. Jim Simmons [Rokon] 970; 2. James Combes [Husky] 967; 3. Stan Hall [Husky] 953:

100cc "B": 1. Richard Egbert [Kawasaki] 890; 2. Jack Johnson [Penton] 875; 3. Max Hilgers [Penton 859;

125cc "B": 1. Ron Livermore [Kawasaki] 938; 2. John Martin [Kawasaki] 935; 3. Steve Bonacker [Hondaka] 928:

200cc "B": 1. Dr. D. L. Ferguson [Cam-Am] 946; 2. Floyd Stretch [Kawasaki] 940; 3. Chester Carson [Yamaha] 939:

250cc "B": 1. Darrell Jung [Honda] 954; 2. Tom Cloate [Penton] 952; 3. Jim Spencer [Ossa] 951;

400cc "B": 1. Bud Pingree [Yamaha] 960; 2. David Kilcorn [Yamaha] 948; 3. Ron Hickam [Yamaha] 930;

Open c.c. "B": 1. William Baker [Husky] 901; 2. Jerry Kern [Husky] 876; 3. Rich Meyer [Husky] 859;

Senior Class: 1. Bernard Slack [Suzuki] 920; 2. Tom Schell [Bultaco] 907; 3. Allen Wainwright [Penton] 875:

Powder Puff Class: 1. Lynett Pool [Yamaha] 896; 2. Helen Syler [Suzuki] 865; 3. Kenni Spahr [Yamaha] 926-3rd check.

Tire Changing Contest

"A" Riders: 1. Jim Simmons [3 minutes, 45 seconds]; 2. Vern Street [3 minutes, 48 seconds] 3. Dan Holman [6 minutes, 55 seconds]:

"B" Riders: 1. Larry Herink [5 minutes, 10 seconds]; 2. Max Hilgers [6 minutes, 55 seconds]:

9th In Texas Enduro Series Marred By Anti-Motorcyclists

by Lynett Pool

The Gulf Coast Trail Riders hosted the 9th enduro in the Texas State Enduro Circut May 23rd. Two-hundred-thirty riders left the starting line on a foggy south Texas morning with anticipations of a good ride in the beautiful Sam Houston National Park. There were many obstacles awaiting them such as the fog, mist (particularly on the goggle wearers), mud, water and eventually, the law. The race, as originally laid out, was approximately 53 miles in length, but was terminated at the third check (53 miles) because unfortunately some of the local residents were not agreeable to having their quiet Sunday disturbed by a bunch of motorcycles running through what they considered as **their** forest. When the local law began issuing tickets to the cyclists the host club decided to terminate the race.

assured us they had checked the course carefully the night before and that no wire was present during their final check of the course. I missed the turn and saw the wire in just enough time to raise my head, or it would have caught me across the mouth, instead of the chin and throat. Fortunately, the wire pulled loose from one end or it could have easily broken my neck or at the very least caused some very deep cuts. This was a very valuable circuit race so I rode on with the help of two conrerned and helpful Gulf Coast riders who were at several points on the trail and at the finish line to make sure I was alright. I like to think now that whoever was responsible for that wire across the path would have not been very proud had his maliciousness killed or maimed someone severely.

Seventy-nine riders made

class will be held June 16th at Thurber, Texas and will be hosted by the Trailblazers of Ft. Worth. Thurber is on I-20 between Ft. Worth and Abilene. This race will end what has been a fantastic series, marred by only this one incident.

100cc Class

1st - David McQueen
2nd - Steve Jones
3rd - Jim McCartney

125cc Class

1st - Arthur White
2nd - Jack Moss
3rd - Kinki Koi

200cc Class

1st - Dee Williams
2nd - Perry Davis

3rd - Jack Norton

250cc Class

PINEY WOODS ENDURO

NEDERLAND, TEXAS, May 23, 1974—The Gulf Coast Trail Riders hosted the 9th enduro in the Texas State Enduro Circuit. 230 riders left the starting line on a foggy south Texas morning anticipating a good ride in the beautiful Sam Houston Forest National Park. The riders encountered many obstacles such as the fog, mist (sure on the goggle wearers), mud and water and eventually the law. The race was to have been approximately 80 miles in length but had to be terminated at the third check (53 miles) because unfortunately some of the local residents were not agreeable to having their quiet Sunday disturbed by a bunch of motorcycles running through (what they considered) their forest. So, after the local law began issuing tickets to the cyclist—the host club decided to terminate the race at the third checkpoint.

And personally, I was just as glad to be stopping, because I sure wasn't feeling very good along about that time. Approximately 22 miles from the starting line, someone with a very warped sense of humor strung one strand of new barbed wire across a fire lane, neck-high, just past the point where the marked trail turned off across a field of cutdown logs. This warped person also tore the arrow down that indicated the turn. The Gulf Coast Trial Riders assured me that they had checked the course carefully the night before the event to make sure that all arrows and streamers were up and they said no barbed wire was present during their final check ride through the course. So someone must have gone out during the night and strung the wire up across the fire lane, evidently to see what or who they could catch. Well I missed the turn and saw the wire just moments before I ran into it. I managed to raise my head, otherwise it would have caught me across the mouth, just enough so the wire caught me across the chin and throat. Fortunately, the wire pulled loose from one end where it had been secured, otherwise, it could have easily broken my neck or at the very least, caused some very deep cuts.

Other than some very bad bruises and cuts and scratches, I was uninjured. Two Gulf Coast riders were close by when this accident occurred and were most helpful to me. I would like to thank these two men for their concern and help. They were at several points on the trail between the point of the accident and the finish line and told me that they just wanted to make sure that I was all right. I did finish the race, although if it had not been a circuit race and extremly valuable circuit points at stake—I would have quit.

I only wish that whoever was responsible for that wire across that path had been there to see the end results of his handiwork. I'm sure that he would not have been very proud had his maliciousness killed or maimed someone severly.

Seventy-nine riders made it to the third check point within legal finishing time. David McQueen of Grapevine and Charles Bishop of Houston tied for overall losing six points. Bishop won the tie-breaker by 10 seconds. Bishop riding a 175 Honda is currently a leader in his class and a contender for the state Overall honors.

PINEY WOODS RESULTS:

100 Class: 1. David McQueen, 2. Steve Jones, 3. Jim McCartney
125 Class: 1. Arthur White, 2. Jack Moss, 3. Kinki Koi
200 Class: 1. Dee Williams, 2. Perry Davis, 3. Jack Norton
250 Class: 1. Henry Bostick, 2. Jimmy Fojtik, 3. C. A. Roberts
Open Class: 1. Roy Pool, 2. Stan Walker, 3. Harold Persell
Women: 1. Lynett Pool, 2, Carol Jones, 3. Vicki Allen.

GHOST TOWN ENDURO

By: Lynett Pool

THURBER, TX - June 16, 1974—Bob Whitehead of Fort Worth rode his wife's 125cc Honda in his first enduro for an almost perfect score, losing only one (1) point to win overall in the Ghose Town Enduro. The enduro sponsored by the Trailblazers of Ft. Worth was approximately 60 miles in length over a varied terrain in the rugged ranch-land of West Texas near Thurber, 70 miles west of Fort Worth.

The temperature was nearing 103 degrees and I noted the heat was taking its tall on the riders as many were seeking the shade of the widely-spaced and sparsley numbered trees and bushes. Out of the 200 riders that started the race,—little over 50% managed to make it to the finish.

Although the Trailblazers had requested that no one be allowed at the checkpoints or the gas stop (because of the extreme dryness and threat of a possible ranchland fire)—I managed to convince the driver of the gas truck (who just happened to be the owner of the land the race was being held on) that I could pose no threat because I did not smoke—and therefore was allowed to follow him out to the gas stop to be on hand when the first riders began to filter through. The gas stop was approximately 2 hours out for the riders and by the time they had ridden the 38.8 miles—they were more than ready for a drink of water, which we provided for as long as the water lasted. We even drained the ice chest to give the parched riders a drink. Many of the riders called it quits then and there because of the heat, and the warning that the roughest was still yet to come.

The Ghost Town Enduro was the tenth and final race in the Texas State Enduro Circuit series for this season. Riders came to this race with high hopes of victory, but many of the state's top riders in the circuit believed two check points to be off and cost them many valuable points. To have the series for this past season end on a sour note for many of the state's top riders was a big disappointment to Roy and I as we have put in many long and hard hours striving for the circuit to be a success.

Charles Bishop of Houston, Texas is the new Texas State Champion for the '74-'75 season. Congratulations, Charles! A complete report and results will be tabulated within the next 3-4 weeks and mailed out to the participants in the series. A complete report will also be filed with the area cycle news outlets.

RESULTS FOR THE GHOST TOWN ENDURO

OVERALL—BOB WHITEHEAD, Ft. Worth, 125 Honda, lost 1 point.

WOMEN'S OPEN: 1. Carol Jones, Port Neches, TX, 2. Laverne Phillips, Abilene, TX, 3. Martha Chitsey, San Angela, TX.
0-100: 1. Jim McCartney, Humble, TX., 2. Steve Jones, Port Neches, TX., 3. Lyndon Holcomb, Houston, TX.
101-125: 1. James L. Foustlin, Plano, TX, 2. Jack W. Moss, Amarillo, TX., 3. Jimmy Hill, Houston, TX.
126-200: 1. John Hayes, Ft. Worth, TX, 2. Charles Bishop, Houston, TX., 3. Jimmy Clampet, Bowie, TX.
201-250: 1. Jack Henry, Odessa, TX, 2. Mike Davis, Irving, TX., 3. Sherben Blankenship, Houston, TX
251-Open: 1. Dale Breedlove, Waco, TX, 2. Larry Robinson, Odessa, TX, 3. Paul Frederick, El Paso, TX.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

74-75

"ORGANIZED BY TEXAS ENDURO RIDERS FOR TEXAS ENDURO RIDERS"

To My Fellow Texas Enduro Riders:

Please read the enclosed letters and comments because they are very important to each of you. When you read this information, you will find that a struggle has been going on for the last two months which you are probably unaware of concerning the Texas State Championship Enduro Circuit. You will discover that the Ft. Hood Dirt Riders Club is no longer a part of the T.S.C.E.C. and will not be included in the circuit. When you read these letters and comments, you will see that Ft. Hood has attempted, and failed, to break up the T.S.C.E.C. Ft. Hood would have you believe that I am against A.M.A., but this is a fabrication on their part. I will state again here to you that at no time have I attempted to influence anyone against A.M.A., but have left that decision up to you as a rider and up to the clubs to decide if their events will be A.M.A. sanctioned. I am very disappointed in A.M.A. rep, Ted Kelderman and A.M.A. councilman, Jay Hickey (Ft. Hood Dirt Rider) in their "behind-the-back" tactics in attempting to force certain clubs to withdraw from the T.S.C.E.C. Mr. Kelderman and Mr. Hickey were invited to attend the meeting held in Waco recently to present their side (for A.M.A.) to the club representatives and let the clubs themselves decide if they want to be totally committed to A.M.A. and therefore to commit the enduro riders of the state to A.M.A. also, in order to ride their enduros. The clubs voted by a margin of 18 to 7 to leave the enduro circuit as it is - which is to leave the decision of being sanctioned by A.M.A. up to the individual club and not as a mandatory rule. Ft. Hood jumped to a conclusion and pulled out. Amarillo weighed the entire situation and voted to go both ways, stay in the circuit and have an A.M.A. sanctioned enduro too. Now Ft. Hood is on the outside looking in.

Lynett and I will not be in attendance at their race. We have put too many long and hard hours in on this circuit with too little thanks to condone Ft. Hood's actions in this matter. And I would urge you to consider the matter carefully before you decide to support a club-using tactics such as this-by attending their race.

Since Ft. Hood chose to withdraw from the T.S.C.E.C., we had no other alternative but to move the Awards Banquet to another location and date. The Gulf Coast Trail Riders club have very generously offered to host the Awards Banquet on the Saturday evening prior to their enduro, Sept. 21-22. This will be the first enduro on the circuit for the season. Woodville, Texas is approximately eight miles from the site for their enduro - so the banquet will be held in the Woodville Hotel and we understand they can seat 450 people. We hope it is full to over-flowing with family, friends, kids or anyone else that is interested in supporting the T.X.C.E.C. The meal will be served buffet-style and will cost $2.50 approx. per person. The meal will begin at 7:00 P.M. and the Awards Ceremony will begin at approx. 8:00 P.M. We want everyone to attend - so even if you are not interested in eating, come for the awards ceremony anyway. Dress is informal and we know you will enjoy seeing and meeting the winners. Trophies down rough 5th place will be awarded in each class with two overall winners. Top 10 in each class will be introduced. on't forget now, the Awards Banquet, Sept. 21, in Woodville at the Woodville Hotel in conjunction with the Gulf Coast Trail Riders Enduro on Sept. 22. Entry forms will be mailed out shortly with more information concerning the banquet!

IF YOU DESIRE MORE INFORMATION CONCERNING THE RESULTS, ETC., SEND A SELF-ADDRESSED AND STAMPED ENVELOPE TO ME and I will be glad to answer any questions you may have concerning the circuit.

Sincerely,

Roy Pool 704 Brownstone
Euless, TX 76039 817-267-5078

100 cc Class:	Stump Jumpers	Ft. Hood	TRR - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
E. W. Bryan	12	0	12	12	10	12	7	5	8	9	75
Lyndon Holcomb	3	9	11	9	11	11	11	10	7	10	73
Dean Beddow	7	8	0	11	12	0	6	9	5	3	58
Steve Jones	0	0	0	0	0	0	12	11	11	11	45
David McQueen	0	0	10	10	0	7	0	0	12	5	44
Jim McCartney	0	0	0	0	0	5	1	6	10	12	34
Bill Jennings	1	0	9	5	0	0	9	0	9	0	33
Joel Coker	8	0	0	0	0	0	5	12	0	7	32
Chas. Crouso	6	11	0	6	0	9	0	0	0	0	32
Harry Husberg	0	0	0	0	8	10	4	4	0	0	26
Bob McKnight	0	10	8	0	0	0	0	0	0	0	18
Gene Harris	10	0	0	7	0	0	0	0	0	0	17
Bill Baker	0	0	0	0	0	0	10	0	6	0	16
Dan Priest	0	0	0	8	0	8	0	0	0	0	16
Rex Sullivan	0	0	0	0	0	0	0	4	0	8	12
Irvan Thomas	0	0	0	0	9	0	3	0	0	0	12
William McFarland	0	12	0	0	0	0	0	0	0	0	12
Greg Williams	0	0	0	0	0	0	8	0	0	4	12
Chas. Wagley	11	0	0	0	0	0	0	0	0	0	11
eg Martin	1	0	0	0	0	0	0	8	0	0	9
. Schmiedke	9	0	0	0	0	0	0	0	0	0	9
nie Wright	1	0	0	0	0	0	0	7	0	0	8
C.C. Phillips	0	0	0	0	7	0	0	0	0	0	7
Steve Gehrke	0	0	0	0	0	0	0	0	0	6	6
J.L. Wise	0	0	0	0	0	6	0	0	0	0	6

125 cc Class:	Stump Jumpers	Ft. Hood	TRR - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Jimmy Hill	0	10	1	1	7	10	11	11	4	10	63
Jack D. Moss	10	9	5	12	1	1	7	4	11	1	58
Arthur White	12	0	12	4	0	11	0	0	12	5	56
Kinki Koi	6	8	6	8	1	9	0	6	10	1	53
Raymond Buck	8	6	9	9	1	5	0	3	1	0	41
Jack W. Moss	9	0	0	0	1	1	8	9	0	11	39
Glenn Wilson	0	0	0	0	10	0	0	12	9	4	35
Michael Bradshaw	0	0	0	10	12	12	0	0	0	0	34
Clint Gehrke	1	11	1	0	1	1	1	1	6	8	31
Eddie Brasher	0	0	0	0	11	0	12	0	0	0	23
Phil Payne	0	0	8	7	0	0	0	0	8	0	23
James L. Faustlin	0	0	0	0	1	0	10	0	0	12	23
Ray Conway	1	5	7	6	1	0	0	0	0	0	20
Phil Oliver	0	12	0	0	0	0	0	8	0	0	20
Geo. Duchesne	11	0	0	1	3	0	0	0	1	0	16
Talbert Allen	1	0	0	5	6	1	1	1	0	0	15
Bob Whitehead	0	0	0	0	0	0	0	0	0	14	14
Ron Zillioux	0	0	11	1	0	1	0	0	0	0	13
Jack Mitchell	4	0	0	0	8	1	0	0	0	0	13
Coy Jack McIntyre	0	0	0	11	0	1	0	0	0	0	12
Frank Olson	1	0	0	0	0	0	0	7	3	1	12
Sam Bennett	0	0	0	1	0	1	9	0	0	0	11
Gary W. Kromar	0	0	0	0	0	1	0	1	0	9	11
Robert Meitzen	0	0	10	0	0	0	0	0	0	0	10
Monty Byrd	0	0	0	0	0	0	0	10	0	0	10
Bill Pando	3	0	0	0	0	7	0	0	0	0	10

200 cc Class:	Stump Jumpers	Ft. Hood	TRR - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Milton Wendrock	11	0	14	11	10	4	9	1	8	1	67
Dee Williams	6	1	7	1	7	9	1	12	12	1	59
John Hayes	12	10	0	4	0	0	0	7	7	12	52
Jack Norton	1	0	0	7	1	0	12	14	10	0	45
Dale Breedlove	8	11	8	1	3	1	7	1	0	0	39
Perry Davis	3	0	0	0	11	0	6	5	11	1	37
Lee Compton	1	12	0	12	1	1	0	0	0	0	27
Walter Boyd	0	1	6	10	0	0	0	0	9	0	26
Terry Norman	0	1	0	0	0	8	0	10	0	1	20
Robert Dreggors	10	0	0	1	8	0	0	0	0	0	19
Richard Green	1	0	0	0	1	0	0	11	0	4	17
Don Engeling	1	1	0	1	14	0	0	0	0	0	17
Richard Byrd	0	0	9	5	0	1	0	0	1	0	16
John Bejeck	1	0	0	0	0	10	0	1	1	1	14
Ken Burnam	1	0	0	0	1	1	1	1	0	9	14
Ron Gassner	1	4	0	0	0	7	0	0	1	1	14
Phil Gandt	1	0	12	1	0	0	0	0	0	0	14
J.E. Courtney	0	6	0	6	0	0	0	0	0	0	12
Jimmy Clampet	1	0	0	0	1	0	0	0	0	10	12
Larry Priest	1	3	5	1	1	1	0	0	0	0	12
Bob Kresge	1	0	0	1	0	6	1	1	1	1	12
John Jackson	0	0	11	0	0	0	0	0	0	0	11
Thomas Roberts	0	0	0	0	0	0	11	0	0	0	11
Roy Reeves	0	0	0	0	9	0	1	0	0	0	10
Keith McKay	0	0	0	0	0	0	10	0	0	0	10
Paul W. Johnson	0	0	0	0	9	0	1	0	0	0	10
Grover Rogers	1	0	0	8	1	0	0	0	0	0	10

250 cc Class:	Stump Jumpers	Ft. Hood	TRR - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Mike Davis	1	0	0	11	11	10	9	0	0	11	53
C.A. Roberts	10	0	10	12	7	1	1	1	10	1	51
Terry Cook	8	0	12	1	6	4	1	0	0	7	39
Jerry Hunzeker	12	7	0	1	9	1	1	1	0	4	35
Dan Brinkman	6	1	9	1	0	0	0	6	0	8	31
Henry Bostick	1	0	0	5	12	1	0	0	12	0	31
Ronald Oeschler	0	1	3	9	1	1	0	0	7	6	28
Vincent Baker	1	1	8	1	1	2	0	1	0	0	25
Dickey Laney	7	11	0	1	5	0	0	0	0	0	24
Randy Cochran	0	0	0	4	1	0	1	12	5	1	24
Henry Polley	5	4	0	1	4	8	0	0	0	1	23
Grover Rogers	0	0	0	0	0	0	10	3	9	1	23
Jerry Chitsey	9	10	0	0	1	1	1	0	0	0	22
Shelby Blankenship	0	0	0	0	0	0	0	10	1	10	21
Gerald Henderson	1	5	0	0	1	1	1	7	1	1	17
Troy Taylor	0	0	0	0	0	0	1	8	8	0	17
Jimmy Fotjik	4	0	0	0	0	0	0	1	11	1	17
R. P. Schernig	1	0	0	4	0	1	11	0	0	0	17
Doyle Rogers	0	0	0	0	0	0	14	0	0	0	14
Billy Hill	3	0	0	10	1	0	0	0	0	0	14
Glenn Howell	1	6	0	7	0	0	0	0	0	0	14
Alan Hogen	0	0	0	0	1	0	12	0	0	0	13
Joe Dixon	0	0	0	0	1	0	8	4	0	0	13
Michael McFarland	0	12	0	0	0	0	0	0	0	0	12
Clavin Klein	0	0	11	0	0	1	0	0	0	0	12
Pete Horn Jr.	1	0	0	0	0	0	0	11	0	0	12
Jack Henry	0	0	0	0	0	0	0	0	0	12	12
Charles McKibben	1	9	0	1	0	0	0	0	1	0	12

Fort Hood Dirt Riders Club

P. O. Drawer A
Fort Hood, Texas 76544

12 July 1974

To: Texas Enduro Riders and Promoters

As most of you are currently aware, the status of the 1974-75 Enduro Council in Texas is under close scrutiny by all motorcyclists dedicated to quality Enduros. In October 1973 Fort Hood was privileged to hold the First Annual Cowhouse Enduro as an AMA sanctioned event and as a member of Roy Pool's circuit.

In November of 1973, Roy Pool asked the Fort Hood Dirt Riders Club to host the Enduro Awards Banquet for his circuit. Our club agreed and the Convention Center was set aside initially for October 1974, and then later changed to September 1974 to meet with Roy's new schedule. From the time of our commitment to Roy Pool up to the time of the closed Enduro meeting in Waco we continued our invitation.

In December 1973 the Texas AMA District 20 Club Council was formed for all cycle sports in Texas, less Enduros, in order to avoid a conflict with Roy's current circuit. The District 20 Club Council voted not to open Tex-AMA Enduros until Roy's circuit was completed in May 1974.

Our club had strong objection prior to the meeting in Waco regarding the holding of a closed meeting which excluded the opportunity for anyone of the 2,600 plus Enduro riders in the state from the formation of the new Enduro Circuit, AMA or not.

Two knowledgeable Enduro riders from the Fort Hood Dirt Riders club were designated to attend the closed meeting in June 1974 with the following instructions:

A. Continue our invitation to host the Awards Banquet at Fort Hood on September 7, 1974 per the Roy Pool agreement.
B. Announce that our Second Annual Cowhouse Enduro would be held on September 8, 1974.
C. If a vote was taken as to whether or not to go with Roy Pool or the Texas AMA District 20 Enduro circuit, our club would remain with the AMA and our two club representatives would vote "no support" for a non-sanctioned promoter.

A presentment was made by the AMA Field Representative, Ted Kelderman and our Texas AMA Congressman, Jay Hickey. Roy was invited to head the Texas District 20 Enduro Program for 1974/75. Roy Pool conducted his own discussion against AMA and called for a vote. The vote was in Roy Pool's favor to go non AMA sanctioned. The Fort Hood Dirt Riders voted to go sanctioned.

Fort Hood Dirt Riders Club

P. O. Drawer A
Fort Hood, Texas 76544

In a brief synopsis of the meeting, Roy Pool presented a list of some 69 posted and present grievances and rules that were considered to apply for his next season. Of the 69 corrective actions required, only 10 were approved. The remaining 59 were left at the discretion of the promoters. This left a total of 69 rider grievances basically unresolved. The entire list of 69 grievances could have been avoided, by all promoters enforcing the 1974 AMA Amateur Rule Book concerning Enduros.

In last year's circuit we contributed 50 cents out of every riders entry fee to Roy's trophy fund. At this meeting we were asked to contribute $1.00 per rider to Roy Pool's new circuit. The AMA sanctioned fee is $15.00 per Enduro. Roy Pool's sanction fee equates to approximately $450.00 for the new season per Enduro.

Following considerable discussion in the Fort Hood Dirt Riders Club meeting last night, we've drawn the obvious conclusion that the rate of inflation borders on the ridiculous. In the 1973 Cowhouse Enduro we charged $12.50 per rider with patch and 71 trophies. For the 1974 Cowhouse Enduro we will charge $10.00 and Will Not pass on or agree to assessing riders one additional dollar which is then forwarded to a non-sanctioned promotor. Roy's plans for 1974/75 Enduro season includes 13 to 16 Enduros as of the Waco meeting. If every promoter charges $1.00, this will cost the Texas rider and/or promoter $13.00 to $16.00 opposed to the $3.00 to $5.00 Texas District 20 Enduro licence.

Since the Waco meeting, the Cotton Bowl National Enduro in Amarillo has withdrawn from Roy's circuit.

Based on the vote of my club last night, I've been instructed to do the following by a majority vote of the Fort Hood Dirt Riders Club:

A. Continue our agreement to host Roy Pool's 1973-74 Awards Banquet at Fort Hood on September 7, 1974 per our previous obligation.
B. To withdraw all support of a non-AMA sanctioned promoter.
C. To support AMA District 20 as the major Enduro organization in the state of Texas.
D. To host the 2nd Annual 100 Mile Cowhouse Enduro on September 8, 1974, sanctioned under AMA and Texas District 20 only.

Gentlemen, that's our side of the coin. Since our Enduro will be the first in Texas District 20 AMA Enduro circuit we hope to see you again this year. If the Banquet is moved to another location other than Fort Hood, it will not be our decision.

Ride-Friendly,

Bruce Young
President
Fort Hood Dirt Riders Club

July 20, 1974

Amarillo Track & Trail Riders Asso.
P. O. Box 9251
Amarillo, TX 79105

Attn: Mr. E. W. Bryan, President

E. W.,

I have enclosed several letters and other documents I believe to be of interest to you and the Amarillo club members concerning the Texas State Championship Enduro Circuit. One letter is from your club stating it's wishes to become a part of the Texas State Championship Enduro Circuit for the coming season, '74-'75.

As you are aware, a meeting for the purpose of organizing and setting down ground rules for the Texas State Circuit for the coming season was held June 23 in Waco, Texas. Each club that expressed an interest in being a part of this circuit was invited to send two representatives to the meeting to be a part of this organization. A set of rules was adopted and plans put in motion toward getting each and every enduro rider in the state a set of these rules as well as information concerning when and where all the enduros would be held next season.

On July 10, Wayne Williams of the Permian Basin Motorcycle club called me to tell me of a letter he had received from Ted Kelderman. This letter is attached and please take note of the date the letter was written, July 3. Immediately after talking with Wayne, I called Norman Rohlnson of the Ft. Hood Dirt Riders to find out exactly what was going on. He stated at that time that his club had not voted yet and would do so the following night, July 11 and he would write me a letter stating the outcome of that vote. July 11, I called Milfred Davis of your club to find out why Amarillo had voted to withdraw from the series. Milfred stated to me at that time that the vote to decide whether or not to withdraw from the Texas State Circuit would not be taken until July 23. Kelderman's letter was sent to Lubbock as well as Odessa.

Now, as you know, the Ft. Hood Dirt Riders have put out a letter stating certain so-called facts regarding the meeting and the Texas Circuit. The Texas State Circuit was originally set up to have it's fiscal year from September to September (during the enduro season) and I did request Ft. Hood to host the awards banquet as the first event of the year in early September which they agreed. All my plans have been geared toward that event as being the climax for the enduro circuit - the awards banquet, and also in being the kick-off for the new season's circuit at the same time. Thiswas to have been a high point for both seasons.

2. Your own two representatives to the Waco meeting will tell you just how hard it was to get an agreement together with just 26 representatives from each sponsoring club. It is completely ridiculous to even consider that 2600 plus enduro riders could have possibly taken part in a meeting such as this. HOWEVER, many of those "2600 plus enduro riders" did take part indirectly in this meeting in that I requested for several months prior to this meeting that anyone that had an idea or suggestion as to how to make our circuit better should write to me stating that suggestion. This is where the "69 grievances" came from.

3. A.M.A. representative, Ted Kelderman, and Jay Hickey, council man, were invited to the meeting to present a discussion with club representatives for A.M.A. The discussion took one hour and five minutes. My only contribution to this discussion in any way was to ask Ted whether or not he planned to make Texas his permanent home or if he was in fact, planning on moving to Missouri. I asked Ted at the end of the 1 hr 5 min. discussion if he had had enough time for his presentation. He said yes and a vote was taken. Representatives voted 18 to 7 to stay with the Texas State Championship Circuit.

4. I have enclosed a list of the "69 grievances" we had for discussion at the meeting. As you can see, many were repeated several times and some border on being impossible to enforce. I am sending you a handbook of the adopted rules that were agreed on by all the representatives for each club present.

5. In last year's circuit, the clubs WERE NOT ASKED TO CONTRIBUTE ANYTHING but instead were asked to set their own entry fees for their event and then raise it by 50¢. This50¢ was to help defray the cost of expense, i.e. postage, printing, telephone calls, and most of all, the trophies for the winners at the end of the circuit. (see the statement of account for expenses of the '73-'74 circuit I have attached) We are giving two Overall trophies that are five foot tall and trophies thru fifth place in each class. We raised the rider's fee per event from 50¢ to $1.00 in order that we can give down thru 10th place in this coming season. The most the rider could put out directly to the Circuit would be $13.00 (if we have 13 events). But this only if he rides all 13 events. For the occassional rider that may only ride 2 or 3 of the total events for the year, it will only cost him $2 or $3 total.

On the other hand, in order to ride the A.M.A. District 20 circuit, a rider must first join A.M.A. with a membership fee of $10 for the competition rider, $3 to $5 for a District 20 license irregardless of whether he rides one (1) event or 13 events. Plus the club must pay a sanction fee of $15 per event and must also join the District Council at a cost of ($25)

I wish to state at this time, that it is not my intention to influence you or any club or enduro rider against joining A.M.A. nor putting on or sponsoring an A.M.A. event, nor has it ever been in the past. My only request is that you do not allow any organization to dictate to you what you will or will not do concerning your own club's event. And do not put the burden on the occasional enduro rider to become a member of A.M.A. or any other organization for only one or two events a year. Let him be a free agent to ride what he chooses - A.M.A. sponsored or not.

6. And I will also state at this time that I very strongly resent the term - Roy Pool's Circuit. Ken Allmond, Fred Barney, W. T. Cotton and myself organized what is now known as the Texas State Championship Enduro Circuit. It has never been the Roy Pool Circuit. We organized the circuit for one purpose - to organize the state's clubs so that riders from all over the state could ride each other's events. Up till that time, riders from West Texas never knew about events held in South Texas until they were already over with. Communication across the state was and still is very poor. Because I ride all of these events, I have become friendly with the club's members from all parts of the state. I consider myself on the same level with the enduro riders. I am not nor have I ever tried to be a "national organization". My one main interest on the state level is for better enduros. I am an A.M.A. member and will most probably remain one as long as I continue to ride motorcycles.

A.M.A. and I are striving for the same thing but pulling in different directions. A.M.A. says it is mandatory to belong to A.M.A. in order to have the event. The Texas State Circuit says have your event either way, A.M.A. or non-A.M.A.

Gentlemen, we had over 2,000 enduro riders enter the ten events sponsored in the circuit last season. Of that 2,000 riders, probably 150 to 200 are the die-hard enduro riders that go to all enduros anywhere, any time and belong to A.M.A. too. What of the other 1800 riders? Must we say to them - join A.M.A. if you want to ride my event or else stay home?? Or do we promote our sport by saying - come on and ride our event because you enjoy the sport and we don't demand you join any organization to do so? It is your choice.....

Sincerely,

Roy E. Pool
704 Brownstone
Euless, TX 76039
817-267-5078

P.S. San Angelo has joined the Texas State Championship Enduro Circuit and will host their enduro January 19, 1975.

Unfortunately since Fort Hood has chosen to withdraw from the Circuit - we are forced to move the Awards Banquet. Further information concerning this turn of events will be announced within the next few weeks.

Roy

cc: Milfred Davis, Pete Donnell

Women's Open	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Carol Jones	0	8	12	11	9	11	10	8	11	12	76
Vicki Allen	11	10	10	10	12	9	11	0	10	0	74
Beverly McQueen	10	7	0	9	0	12	0	0	0	0	38
Betty Hayes	12	11	0	0	0	0	0	11	0	0	34
LaVerne Phillips	0	6	0	0	8	0	9	0	0	11	34
Sherry Moore	8	9	0	0	7	0	0	0	0	0	24
Mary McKinney	0	0	12	8	1	0	0	0	0	0	21
Martha Chitsey	0	0	0	0	5	0	0	0	0	10	15
Gayle Brasher	0	0	0	0	6	0	6	0	0	0	12
Janette Westfall	0	0	0	0	11	0	0	0	0	0	11
Donna Burnam	0	5	0	0	1	4	0	0	0	0	10
Cheryl Robbins	0	0	0	0	0	0	0	10	0	0	10
Dianne Franks	0	0	0	0	0	0	0	0	0	9	9
Rita Rogers	0	0	0	0	0	0	0	9	0	0	9
B. Collins	0	0	0	0	0	0	0	7	0	0	7
Doris Timmons	0	0	0	0	6	0	0	0	0	0	6
Peggy Bryan	0	0	0	0	4	0	0	0	0	0	4
Jo Ann Allery	0	0	0	0	3	0	0	0	0	0	3
Betty Jones	0	0	0	0	1	0	0	0	0	1	2

251-Open Class	Stump Jumpers	Ft. Hood	TRH - Houston	Sweeny	Lubbock	Austin	Odessa	Muenster	Gulf Coast	Trail Blazers	RESULTS
Roy Pool	11	0	0	14	10	14	11	1	12	1	73
Richie Gardner	6	8	0	11	12	12	7	3	9	0	65
Stan Walker	4	11	12	10	8	0	1	0	11	7	63
C. F. Powell	8	0	8	12	0	1	3	1	5	9	46
Robert Cardner	0	6	10	9	0	8	1	0	3	0	37
Ed Allen	10	0	12	6	7	1	1	0	0	0	37
Gerald O'Brien	5	9	0	0	9	0	0	0	0	0	23
Bob Poe	0	0	0	0	0	0	1	12	4	5	22
Larry Robinson	1	0	0	0	0	0	0	9	0	11	21
K. Franks	1	7	0	0	1	1	0	0	8	1	19
Bruce Rose	7	0	0	0	0	0	0	11	0	0	18
Don Primm	12	0	0	1	1	1	1	1	0	1	18
Ronnie Webb	9	0	0	5	1	1	1	0	0	1	18
Harold Persell	0	0	0	0	0	0	0	7	10	0	17
J. B. Henry	0	0	0	0	0	7	0	8	0	1	16
J. R. Houghton	0	0	0	0	0	10	1	4	0	0	15
Jerry Bridges	3	0	0	0	0	0	12	0	0	0	15
Bill Cormack	0	0	0	0	5	0	10	0	0	0	15
Mike Casper	0	14	0	0	0	0	0	0	0	0	14
Jeff Moody	1	0	9	4	0	0	0	0	0	0	14
Ray Cleveland	1	0	0	0	1	5	1	5	1	0	14
Pete Donnell	0	0	0	0	11	0	1	1	0	0	13
Jack O'Leary	0	12	0	0	0	0	0	0	0	0	12
Dale Breedlove	0	0	0	0	0	0	0	0	0	12	12
Robert Meitzen	0	0	0	0	0	4	0	1	6	0	11
Frederick Portas	0	0	0	0	0	11	0	0	0	0	11

1973-1974 FINAL POINT STANDINGS

MEN'S OVERALL WINNER '73-'74:

Charles Bishop, Houston

Stump Jumpers - - -	14
Ft. Hood - - - - -	8
TRH - Houston - - -	10
Sweeny - - - - - -	9
Lubbock - - - - - -	12
Austin - - - - - -	12
Odessa - - - - - -	1
Muenster - - - - -	8
Gulf Coast - - - -	14
Trail Blazers - - -	11
RESULTS - - - - - -	82

WOMEN'S OVERALL WINNER '73-'74:

Lynett Pool, Euless

Stump Jumpers - - -	9
Ft. Hood - - - - -	12
TRH - Houston - - -	9
Sweeny - - - - - -	12
Lubbock - - - - - -	10
Austin - - - - - -	10
Odessa - - - - - -	12
Muenster - - - - -	12
Gulf Coast - - - -	12
Trail Blazers - - -	0
RESULTS - - - - - -	80

(DISCREPANCIES IN YOUR POINT STANDING MUST REACH US NO LATER THAN SEPTEMBER 1 OR WILL THEREAFTER BE CONSIDERED FINAL)

July 20,1974

Fort Hood Dirt Riders Club
P. O. Drawer A
Fort Hood, Texas 76544

Gentlemen:

With a great deal of interest I read your letter of July 12, 1974, relative to your side of the coin concerning the current Texas State Championship Enduro Circuit vs. AMA as governing body for the 1974-75 enduro series in the state of Texas. There are several misstatements of the facts in that letter. The majority of factual errors arrise from the actions by the circuit committee at the Waco meeting in June. Since I was present at that meeting, and have my notes plus two other sets of notes taken at that meeting, you will stand corrected on the following points.

1. Your letter stated that Roy Pool conducted his own discussion against AMA and called for a vote. Mr. Pool did not make a statement pro or con regarding the Texas Circuit or AMA prior to the vote. Neither did he call for a vote. The meeting wes open to the committee-men for discussion and exchange between Kelderman/Hickey and those attending. The call for vote came from the representative from Sweeney after Kelderman failed to give definitive and ablosute answers to several questions from committemen.

2. Your letter states that the vote was in Roy Pool's favor not to go AMA sanctioned. The vote was not in favor of Roy Pool nor was it against AMA. The vote decided that the Texas Circuit would not require the affiliated clubs to sanction their enduros (AMA sanction) as a requisite to affiliation with the Texas State Championship Enduro Circuit. Obviously, the decision was left with the individual clubs.

3. Your letter states that only ten of the sixty-nine of the grievances and rules that were proposed were approved. Of the sixty-nine, twenty-eight were approved by the committee to be a part of the operational guidelines for the enduros affiliated with the Circuit. Even if only ten were approved as your letter states, if there were sixty-nine presented, this would leave fifty-nine unresolved, not sixty-nine as presented by your letter.

4. Regarding the sixty-nine proposals, your letter states that, "of the 69 corrective actions required , ..." These were not "actions" that were "required." The list was a gathering of suggestions by riders during the enduro circuit season just past, they were not requirements by any twist of any normal imagination.

5. Your letter implies that the Circuit sanction fee is out of order, that the one dollar per rider Circuit fee is a contribution to Roy Pool, and that you were asked to contribute the one dollar per rider to the Circuit. In the first place, the one dollar per rider is not a sanction fee. In no way does Roy Pool, The Texas Circuit or anyone else propose to "sanction" an enduro connected with the Texas Circuit. Secondly, the one dollar would probably be out of order when one compares this expense to the things that are derived from AMA under the same circumstances. AMA hasn't given

trophies five deep in each class as a result of the point summation from ten enduros nor have they sponsered an awards banquet to award the trophies. Last on this point, you weren't asked to contribute one dollar per rider to the Circuit. The committee voted the one dollar per rider and there was not one negative vote. Where were your two knowledgeable enduro riders when that vote was taken?

6. Your letter states that the Cotton Bowl National Enduro in Amarillo has withdrawn from the circuit. This is not the situation. The board of directors of the Amarillo Track and Trail Riders met after the Waco meeting and decided that if Kelderman and Hickey could organize the District 20 AMA Enduro Circuit, that they would pull out of the Texas Circuit. Todate, the District 20 Enduro Circuit is not organized. In addition, on Tuesday, July 23, 1974, the membership of the Track and Trail Riders in Amarillo will meet for the purpose of making a resolution regarding Keldermans threat that if they (Amarillo) wanted to have a National Enduro in 1975, they would have to completely reverse their previous decision to support and award points in the Texas State Champoinship Enduro Circuit.

I could continue with the weaknesses in your letter,however, there is an additional matter to point out. Throughout your letter, you refer to the Texas State Championship Enduro Circuit as "Roy Pool's Circuit." Since the Waco meeting which your representatives obviously paid very litte attention to, the Texas Circuit is a body of motorcycle clubs banded togeather to promote better enduros in Texas; it is not "Roy Pool's Circuit." For the lack of any other organizational body that could accomplish the enormous task that Roy has done, he (Roy) took it upon himself to put the Circuit togeather. I know no other club save you that did not profit from the Circuit in light of the increased entries that the Circuit promoted.

Personally, I am disappointed that the AMA distict 20 enduro circuit and the Texas Circuit could not have compromised. It would be a simple thing to promote a compromise such as each individual club could AMA sanction their enduros. As the result of the vote in Waco, it is the intention of the Texas Circuit organization to leave this at the discretion of the affiliated clubs. The efforts of Roy Pool and the Texas State Championship Enduro Circuit should not have to suffer at the hands of a few unimaginative individuals.

Your manner in which you present the Texas Circuit Awards Banquet will leave no choice to the Circuit but to have it elsewhere. Indeed, the whole manner in which the Fort Hood Dirt Riders Club has presented itself is dissapointing to me personally in regard to this situation. I entered the Cowhouse enduro last year and thought it was a great race. So far as this year is concerned, I will consider myself a failure if anyone I know enters your enduro. I think it would be commendable if you would soften your position in this matter and lead the way to compromise instead of leading a segregationalist group.

To the betterment of motorcycling

Jerry Bridges
Lubbock, Texas

July 26, 1974

TEXAS ENDURO RIDERS

You may be aware that this September the Texas Championship Enduro Circuit enters its second year, and will consist of approximately fourteen events. This 1974-75 circuit will be improved over last year as a result of cooperation on the part of participating clubs and riders, and also as the result of a meeting of representatives from each club held in Waco this past June. At that meeting tentative dates were set for enduros and rules were discussed.

It should be stressed that this meeting was a voluntary gathering, not occuring because of the rules of a sanctioning body or by custom estahlished in earlier years. Each attending club is "local" in nature, consisting of riders who enter "local" events, usually staying within Texas (AMA District 20), being familiar with procedures which are in use and which seem for the most part to suit the wishes of the riders, and having their own ideas about how to improve the quality of Texas enduros. It is important for the future of motorcycling in Texas and specifically for enduro riding that there is "grass roots" interest in the circuit and how it is run. There is genuine rider enthusiasm for this undertaking. At no time has any organization in Texas, even the AMA, been able to engage the interest and momentum which the Texas Championship Enduro Circuit now has.

The results of the Waco meeting did not leave the circuit with iron clad rules, but rather with a schedule of events, with a few set rules, and with a point system which will establish a standard of competition in the state. The outcome gave us what is most important, the events, and left the molding of rules and regulations to the slower process of experience and cooperation at future circuit meetings.

The Stump Jumpers Motorcycle Club is concerned about the recent efforts by AMA regional representative Ted Kelderman and Fort Hood Dirt Rider and successor AMA District 20 representative (not elected) Jay Hickey to undo the progress that is being made towards improvement of enduro riding in Texas. Mr. Kelderman and Mr. Hickey have spent the past several weeks working to undo the Texas Enduro Circuit. They have brought about the withdrawal of the Fort Hood Dirt Riders from the circuit, and have threatened the Memphis Enduro with the loss of its national sanction if it does not withdraw from the circuit. The Stump Jumpers Motorcycle Club cannot believe this destructive conduct can improve enduro riding in our state.

There has been discussion by these gentlemen about money charged by the circuit to the sponsoring club in an amount based upon the number of entries received. They have labeled this amount a "sanction fee". In fact, the funds do not pay for a sanction, but for trophys and the costs of publishing results and standings. The amount may or may not cause an increase in the actual entry fee charged by the sponsoring club. In any event the actual amount per rider is nominal.

It is the hope of our club that Texas riders will display their disapproval of the type of conduct displayed by Kelderman and Hickey by avoiding events sponsored by promoters or promoting clubs which actively seek to dissolve the circuit and to discredit those who have worked to put it where it is today. At the present time that would mean missing only one event in Texas, and that is the one sponsored this September by the Fort Hood Dirt Riders.

In the meantime, we join the other cooperating clubs in inviting your participation in the circuit which was started by the riders and clubs who are the sport.

STUMP JUMPERS MOTORCYCLE CLUB

BY _____
Vice President

American Motorcycle Association

P.O. Box 141, Westerville, Ohio 43081 Telephone (614) 891-2425

July 3, 1974

Mr. Wayne Williams
President
Permian Basin Motorcycle Ass'n
2220 Hanley
Odessa, Texas 79760

Dear Wayne,

Per our previous telephone conversation, I will be in Odessa on Tuesday, the 23rd of July.

Would it be possible to arrange for a special club meeting for that evening? If so, just let me know where and when so the trip will not be made in vain.

I will bring a couple movies along and will need a 16mm sound projector. One movie is of the 1973 Daytona Motorcycle Speed Week and is about 20 minutes long and I would rate it excellant in quality. The other I am going to try to obtain is called "The Cyclist" and is a short take off on the movie "On Any Sunday".

The Amarillo Track & Trail Riders and the Ft. Hood Dirt Rider Clubs have both voted to go with the AMA District 20 Club Council rather than the Roy Pool series.

Tentative plans are to start the AMA circuit with the National at Memphis on October 27th. Ft. Hood is going to move their scheduled September enduro to November and the series will continue on from there until the end of 1975. From that point on, it will run on a calendar year basis. The 1975 enduros put on by Ft. Hood and Amarillo will be part of the 74/75 circuit. Several others are pending and should be firmed up by the time I come to your club meeting.

I shall look forward to hearing from you.

Very truly yours,

Ted Kelderman

Ted Kelderman
Central Region Manager

Field Office P.O. Box 3265, Arlington, Texas 76010 Area 817 469-7406

TEXAS STATE ENDURO CHAMPIONSHIP AWARDS BANQUET

1974 TEXAS STATE ENDURO CHAMPIONS left to right, E.W. BRYAN; 100CC, MILTON WENDROCK; 200CC, ROY POOL; OPEN, LYNETT POOL; WOMEN OVERALL, CHARLES BISHOP; MEN OVERALL, CAROL JONES; WOMEN, JIMMY HILL; 125CC, and MIKE DAVIS; 250CC.

Woodville, Texas, September 21, 1974.

The awards banquet for the Texas State Championship Enduro Circuit was held at the Woodville Inn as the grand finale of the 1973-74 season. The banquet was arranged by the Gulf Coast Trail Riders who hosted the first enduro of the 1974-75 season the following day.

After a fine meal, the rather large group of enduro enthusiasts were welcomed to Woodville by the County Judge of Tyler County.

Jim Wise of Sweeny gave a brief history of how Roy Pool with the help of Ken Allmond, Fred Barney, and W. T. Cotton, all from the Dallas-Ft. Worth area, organized the circuit in 1973.

When Roy Pool, who was the master of ceremonies, was introduced, he received a very long standing ovation. Roy, who was visibly moved by this expression of gratitude and support, then proceeded with the assistance of Connie McCann (Miss Tyler County) to award trophies to the first five winners in each class and to give recognition to those who placed through tenth place. The first place winners in each class were also awarded jackets.

Class winners are E. W. Bryan of Amarillo in the 100cc class on a Penton, Jimmy Hill of Houston in the 125cc class on a Hodaka, Milton Wendrock of San Antonio in the 175cc class on a Honda, Mike Davis of Irving in the 250cc class on a Penton, Roy Pool of Euless in the open class on a Yamaha, and Carol Jones of Pt. Neches in the women's open riding a 100cc Hodaka.

Women's Overall winner is Lynett Pool of Euless who rode a 175cc Yamaha.

Men's Overall winner and State Enduro Champion of Texas for the 1973-74 season is Charles Bishop of Houston from the 175cc class who rode a Yamaha the first part of the season and rode a Honda the remaining portion. Bishop was presented a new 175cc Yamaha by the District Sales Manager for Yamaha, Don Smith.

The award for the best enduro of the 1973-74 season was won by the Lubbock Trail Riders for their Post Enduro.

Recognition was also given to Jerry Bridges from Lubbock who wrote the rules for the 1974-75 season based on notes taken from the 6-23-74 Waco meeting of all the clubs hosting circuit enduros in 1974-75.

The banquet was a fitting close for the 1973-74 enduro season. The mood was a fine mixture of humor and seriousness and everyone present seemed to feel it was a significant event. The awards banquet should continue each year as one of the high points for Texas enduro riders.

CONNIE McCANN ROY POOL

LYNDON HOLCOMB JIM HILL

LYNETT POOL CHARLES BISHOP

MOTORCYCLE NEWS

PINEY WOODS ENDURO

Woodville, Texas, September 23, 1974

After a great banquet the preceeding Saturday night at the Woodville Inn, a conclusion to the '73-'74 enduro circuit, 400+ riders were up at the first crack of dawn ready and rearin' for the new Texas State Championship Enduro Circuit for 1974-75. The weather was cooperating by being a beautiful day with temperatures in the '70's. I have never ridden an enduro in South Texas with so little mud in it - the terrain was practically perfect and the run was itself a "time-keeper"!

Henry Bostick of Dallas riding a 250 Penton walked away with Overall by losing one point on the near-perfect course. Henry had a hard-luck year in the previous enduro circuit but things seem to be clicking for him for the beginning of this season. Henry won the tie-breaker point with Carlisle Langley and Milton Wendrock - who also came in with one point apiece.

The Gulf Coast Trail Riders did a fantastic job in hosting the Awards Banquet for us and also sponsored an excellent enduro. If the first enduro is any indication of this year's enduros on the circuit - we can certainly look forward to a great year of enduro riding throughout the state. The timekeeping at the checkpoints was by converted Pacers, donated by Cycle-Tech of Houston and Charles Bishop. Bishop was at various checkpoints throughout the run checking to make sure his timekeeping Pacers were accurate. Bishop has offered the use of the Pacers to any of the clubs in the circuit this season and we feel this is a tremendous effort in the standardization of checkpoints and timekeeping.

My personal thanks to Jim Powers and each and every Gulf Coast Trail Rider for the help and cooperation in putting on a beautiful and successful Awards Banquet at the Woodville Inn.

PINEY WOODS ENDURO RESULTS:
Overall Winner - Henry Bostick of Dallas - 1 point lots.

0-100: 1. Carlisle Langley (1) 2. Glenn Allison (2) 3. Bill Baker (2)
101-125: 1. Kenneth Collins (3) 2. Eddie Brasher (3) 3. David Leisz (3)
126-200: 1. Milton Wendrock (1) 2. Gerald Henderson (4) 3. Perry Davis (4)
201-250: 1. C.A. Roberts (2) 2. Earl Keys (4) 3. Don Engeling (5)
251-Open: 1. Jack Henry (2) 2. Ed Allen (2) 3. Mike Davis (3)
Women Open: 1. Carol Jones (14) 2. Lynett Pool (68) 3. Beveraly McQueen (68)

Texas Enduro Circuit Holds Awards Banquet

11/74
2ac

by Jerry Bridges

At a banquet held at the Woodville Inn in Woodville (north of Beaumont) on September 21, 1974, the winners of the 1973-74 Texas State Championship Enduro Circuit were recognized. Over two hundred-fifty enduro enthusasists attended the evening buffet. Jim Wise from Sweeney gave the introductory address. Wise recapped the history of the Circuit from planning, organization and finally the enduros involved in the Circuit. Particularly emphasised was the degree of success that the Circuit enjoyed through the efforts of the Circuit Chairman, Roy Pool, and his wife, Lynette. A five-minute ovation honored the Pools upon their introduction.

Miss Lufkin County gave rophies and other awards to thirty-one enduro riders in six classes in addition to the overall male and female enduro riders for the season.

Women's Open

1st - Carol Jones, 2nd - Vicki Allen, 3rd - Beverly McQueen, 4th - Betty Hayes, 5th - LaVerne Phillips.

100cc Class

1st - E. W. Bryan, 2nd - Lyndon Holcomb, 3rd - Dean Beddow, 4th - Steve Jones, 5th - David McQueen.

125cc Class

1st - Jimmy Hill, 2nd - Jack D. Moss, 3rd - Arthur White, 4th - Kinki Koi, 5th - Raymond Buck.

200cc Class

1st - Milton Wandrock, 2nd - Don Williams, 3rd - John Hayes, 4th - Jack Norten, 5th - Dale Breedlove.

250cc Class

1st - Mike Davis, 2nd - C.A. Roberts, 3rd - Terry Cook, 4th - Jerry Hunzeker, 5th - Dan Briokman.

251-Open Class

1st - Roy Pool, 2nd - Richie Gardner, 3rd - Glen Walker, 4th - G. F. Powell, 5th - Robert Gardner.

Trophies were awarded to the first five placements in each class. In addition to some of the finest trophies ever awarded to motorcycle riders, the first place winners in each class received a jacket denoting the individual and their accomplishments for the season.

The overall female rider for the seasnn was Lynette Pool of Euless, who earned 80 points during the season. She earned the distinction of being the best woman rider in Texas after winning five firsts during the circuit which consisted of ten enduros.

The mens overall went to Charles Bishop of Houston, who earned 82 points during the season after winning two overalls and two firsts among other placements during the race season. Along with a trophy that was as tall as he, Charles was awarded a jacket and a new motorcycle.

Both Charles and Lynette attributed their riding skills to lots of boondocking, persistance and to the keen competition that they have in Texas.

The Texas State Championship Enduro Circuit embarked upon a new season of September 22, near Woodville with an enduro sponsered by the Gulf Coast Trail Riders. This years Circuit will see accumulative points being gathered from thirteen races throughout the season and all over the State.

Piney Woods Enduro Results

by Roy Pool

Woodville, Texas - September 23, 1974 — After a great banquet the preceeding Saturday night at the Woodville Inn, a conclusion to the '73-'74 enduro circuit, 400+ ridera were up at the first crack of dawn ready and rearin' for the new Texas State Championship Enduro Circuit for 1974-75. The weather was cooperating by being a beautiful day with temperatures in the '70's. I have never ridden an enduro in South Texas with so little mud in it — the terrain was practically perfect and the run was itself a "time-keeper"!

Henry Bostick of Dallas riding a 250 Penton walked away with Overall by losing one point on the near-perfect course.

The Gulf Coast Trail Riders did a fantastic job in hosting the Awards Banquet for us and also sponsored an excellent enduro.

Overall Winner — Henry Bostick of Dallas — 1 point lost.

0-100

1 - Carlisle Langley [1]; 2 - Glenn Allison [2]; 3 - Bill Baker [2].

101-125

1 - Kenneth Collins [3]; 2 - Eddie Brasher [3]; 3 - David Lelsz [3].

126-200

1 - Milton Wendrock [1]; 2 - Gerald Henderson [4]; 3 - Perry Davis [4].

201-250

1 - C.A. Roberts [2]; 2 - Earl Keys [4]; 3 - Don Engeling - [5].

251-Open

1 - Jack Henry [2]; 2 - Ed Allen [2]; 3 - Mike Davis [3].

Women Open

1 - Carol Jones [14]; 2 - Lynett Pool [68]; 3 - Beverly McQueen [68].

11/74

ET CETRA on circuit

Thirteen of Texas' best Enduro clubs gathered in Waco last month under the capable leadership of Roy Pool and renewed the Texas State Championship Enduro Circuit.

Three West Texas Clubs (Amarillo, Lubbock and Odessa), four Central Texas Clubs (Ft. Worth, Euless, Ft. Hood and San Antonio), two coastal clubs (Sweeney and GCTR), three Houston clubs (TRH, ET CETRA and SSA) and one Lower Rio Grande Valley club got together and polished up the rules for next season, worked out a schedule and very carefully considered affiliating with AMA before voting 18-7 against the proposal.

CIRCUIT SCHEDULE

1974	1975
Sept 8 -- Ft. Hood	Feb 9 -- Sweeney
Sept 22 -- GCTR	March 23 -- SSA
Sept 29 -- TRH	April 13 -- Ft. Worth (Trail-blazers)
Oct 20 -- San Antonio	May 4 -- Cecil Jones
Oct 27 -- Amarillo	June 29 -- ET CETRA
Nov 3 -- Odessa	
Nov 10 -- Lubbock	
Dec 8 -- Ft. Worth (Stump Jumpers)	

TEAM TROPHY

A trophy that will remain in the posession of the last team winner, until they are beaten, has been started by the clubs within the Texas Enduro Circuit. Each club will be allowed to field one four or five man team.

ON THE SPOT COURT

In addition, each club will be allowed to have one of its members at each circuit event to be on the board of judges to settle rider's disputes. A quorem of more than 50% (at least seven of the 13 member clubs) must be present, however.

Some examples follow:

1. A rider is disqualified from an event because his bike flunked the host club's db meter test.

   A. That rider has no recourse except with the sponsoring club.

2. Many riders at an event claim the mileage at a check point is wrong. They tell either their own club member appointed to represent them, if they belong to a club, or any judge they wish if they do not belong to a circuit club.

   A. The judges meet and vote and can at their discretion make changes including throwing the check point out.

This system was set up to represent the rider's themselves and make the circuit even better. It also affords a system of settling problems on the spot at the site of the enduro.

HOUSTON HAS THREE

The Houston area rider is fortunate in having three clubs for which to ride. A serious, competant enduro rider who plans to make most of the circuit events and wants to be either on a competing team or be assured of having someone "up there" he knows personally, can either ride for TRH (the Trail Riders of Houston), SSA (Southwest Sports Association -- Stan Walker's new club) or ET CETRA.

Riders interested can contact either Phil Gandt, TRHEO (TRH Enduro Division) Chairman, Stan Walker or ET CETRA's Enduro Team Captain Lyndon Holcomb.

CANEY CREEK ENDURO 9/74

Text by Roy Pool

NEW WAVERLY, TEXAS—Sept. 30, 1974 Last year at the Caney Creek Enduro, Wendy Wendrock of San Antonio, won Overall by zeroing the entire event in the very worst possible conditions. It had rained all week the preceding week of the event, it rained the day before the event — and it rained all night the night before and all day during the event. The mud was impossible as well as nearly impassable!

But Wendy pulled it off and made the rest of us "so-called enduro riders" look like beginners when he managed the entire run with ease and an excellent score of "zero".

An then came Caney Creek "1974" — beautiful weather, beautiful conditions — and — Yes, Wendy did it again! Won Overall two years straight — guess TRH is going to have to change the name of that event to the "Wendrock Enduro" if he keeps winning Overall there every year!!

C. T. Cook and his crew from the TRH deserve a fine round of applause for the excellent run this year. Although they had some trouble during the enduro with farmers tearing markings down on the trail — their crew was right on the spot re-marking and directing traffic the entire day. The club should give this group a "standing ovation" at the next club meeting because they really did a fine job.

Caney Creek Results:

Overall - Wendy Wendrock, San Antonio - 200 class (lost 14 pts)

0-100: 1. David McOueen, 19 2. R.M. Schmiedeke, 23 3. Jim McCartney, 25

101-125: 1. Robert Dreggors, 18 2. Bob McKnight, 20 3. Phil Payne, 20

126-200: 1. Milton Wendrock, 14 2. John Hayes, 23 3. Bryan Atwood, 24

201-250: 1. Roy Pool, 16 2. Clint Gehrke, 25 3. Henry Bostick, 25

251-Open: 1. K. Franks, 22 2. Edward Allen, 23 3. Mike Davis, 27

Women's Open: 1. Betty Hayes, 106 2. Lynett Pool, 119 3.

Bostik Wins Piney Woods State Enduro

By James Ray

WOODVILLE, TX., SEPTEMBER 21& 22

A double header was on hand this weekend. It started Saturday with the Texas State Enduro Championship Awards Banquet at the Woodville Inn. Last year's winners of the circuit were honored with trophies, jackets and a tootsie girl kiss. The Overall winner received a Yamaha 175 for his efforts.

On Sunday, the first Texas State Championship Enduro for the coming year's circuit was held. This year, there will be approximately 13 State Enduros held, with nine being used to compute the best scores. The ten top riders in each class will receive trophies. It's not too late to start making those events and building up points to win one of those trophies.

Roy Pool was the MC for the event, admitting to being nervous, but he pulled it off with flying colors. A lot of people weren't able to attend this event, or didn't due to bad weather or various other reasons. It was a shame too, because it took a lot of effort by a lot of people, to put on an event of this kind. I'm sure that if more people participated and pulled together, it could be even bigger and better in years to come. Texas is indeed lucky to have people of this caliber carrying the load that makes it possible to have enduro events all year to look forward to.

Now to give an account of the Piney Woods Enduro, held Sunday, way back in the tall pines. First, what with the rain all over the state, it looked like it was going to be just another grueling mud run. You see, these events are held rain or shine. A lot of people failed to show up for this event, either because they remembered the last event held here four months ago, with miles and miles of mud and being hopelessly stuck in places that had no bottom to them, or since it was raining cats and dogs where they lived, they theorized it had to be raining in Woodville too.

We telephoned Saturday morning at about 10 am, and believe it or not, they said the sun was shining and that it hadn't rained a drop in a week. We loaded up our bikes in Austin, raring to go, and at about 6 pm pulled into the motel to confirm our reservations, clean up for the banquet and renew old acquaintances. The weather was perfect for an enduro. It was a little overcast and the ground was firm enough to eliminate the dust problems associated with this type of event.

When we pulled into the staging area, bright and early the next morning, after a quick cup of coffee, it was hard to find a place big enough to park and still be reasonably close to the pit area. At the riders' meeting, the man with the bullhorn tried to emphasize the importance of road riding safety, with no passing or speeds in excess of 15 miles per hour, and if you met a car coming down the road, to pull over and stop. Well, wouldn't you know it, about eight miles from the start, after seven and a half miles of road riding, we had the first check point. Over half of the riders were penalized for being early. At five points per minute, that can add up quickly. Of course, from then on when anyone started getting early on his key time, he pulled over to wait. This first check point really served to keep everyone honest from then on.

Anyone riding this enduro needed a chain guard and guide to help keep brush and limbs ont of the sprockets, forcing the chain off. All along the trail, riders were off to the side, struggling to put their chains back on. Some were forced to quit with broken cases after the chain bunched up on the countershaft sprocket. Of course, the creek crossings had their toll with the water and the slippery banks to climb. In the last three miles, four good sized bogs had to be crossed and the poor riders who signed up late, ending up in 250th to 500th positions, had their work cut out for them. They weren't impossible to cross, but you had to have some prior experience with mud to keep from getting into an impossible situation.

Whenever a run is held in a forest such as this one, I guess it is only natural to expect some trees and limbs across the path along the way. I do believe that some beaver or Paul Bunion type disliked motorcycle suspension systems enough to fell several hundred trees across the trails. After the first hundred or so, it became a real nuisance instead of a challenge. My rear shocks went out on me about halfway through the course and afterwards I figured out what happened. Guess I'll have to go buy some Konis.

Texas Enduro Circuit Results

ENC 9-5-74

By Roy Pool

After many long hard months, the first Texas State Championship Enduro Circuit season has ended. From Odessa in far West Texas to Beaumont in far

Sontheast Texas - clubs from all over the state participated in the first year of our successful state enduro circuit. Ten clubs in all participated and a total of over 2600 entries rode enduros in nearly every section of the state. For the first time - a successful, organized enduro circuit was conducted in the state of Texas - something no one else has been able to successfully accomplish before.

A meeting was held in Waco recently for the purpose of organizing a schedule of events for the new season in 1974-75. This year we will have 13 circuit enduros beginning September 22 with the Gulf Coast Trail Riders sponsoring the first circuit enduro. The Gulf Coast Trail Riders club will also be the host for the Awards Banquet for the winners of the past season. The banquet will be held on Saturday night, September 21, in Woodville at the Woodville Hotel. Woodville is approximately eight miles from the site of the enduro to be held the next day. Everyone is invited and urged to attend the Banquet to honor our winners for the '73-'74 enduro season. The Banquet will begin at 7:00 P.M. and with the Awards ceremony to begin at approximately 8:00 P.M. The meal will be approximately $2.50 per person and will be served buffet style. Dress will be strictly informal and families and kids are also invited to attend. If you don't care to eat - come a little later for the awards ceremony. More information concerning the banquet will be included in the entry blanks from the Gulf Coast Trail Riders club.

(NOTE: Ft. Hood definitely will not be in the '74-'75 Circuit)

Only Texas residents will be eligible for Texas Circuit Points. The circuit will be awarding trophies as well as contingency prizes down through 10th place this season. Drop in at the dealers listed below and say "thanks" on behalf of the circuit as well as yourself:

1974-1975 Texas State Championship Enduro Circuit Contingency Prizes:

$250 Gift Certificate to High Point Overall Rider on a PENTON for season. Donated by: Cycle Shack of Houston.

$250 Gift Certificate to High Point Overall Rider on a HUSQVARNA for season. Donated by: Cycle Shack of Houston.

$250 Gift Certificate to High Point Overall Rider on a YAMAHA for season. Donated by: "Weird Willie's" Conroe Cycle Center.

$150 Gift Certificate to High Point Overall Rider on a HODAKA for season. Donated by: Cycle Shack of Houston, & Sports Cycles of Houston, & Clear Lake Cycles.

$10 Gift Certificate to 1st place winner in Women's Open at each Circuit Enduro. Donated by and honored at any Texas Penton Dealers.

$50 Cash to 1st place winner in Women's Open for season. Donated by: Texas Penton Dealers.

$100 Gift Certificate to High Point PENTON Rider at each Circuit Enduro. Donated by and honored at any Texas Penton Dealer.

$250 Cash for Overall Winner in Women's Open for season. Donated by: Texas Penton Dealers.

175cc Yamaha Motorcycle to High Point Season Overall Winner. Donated by: Arlington Yamaha, Arlington, Big 'D' Yamaha, Dallas, Bill's Yamaha, Grapevine, Carter's Yamaha, Dallas, Cow Town Yamaha, Ft. Worth, Yamaha of Texas, Ft. Worth, Yamaha West, Ft. Worth, Knowles Cycles, Irving.

Final Standings for 1973-1974 Circuit.

0-100cc: 1. E. W. Bryan (75), 2. Lyndon Holcomb (73), 3. Dean Beddow (58), 4. Steve Jones (45), 5. David McQueen (44).

101-125cc: 1. Jimmy Hill (63), 2. Jack D. Moss (58), 3. Arthur White (56), 4. Kinki Koi (53), 5. Raymond Buck (41).

126-200cc: 1. Milton Wendrock (67), 2. Dee Williams (59), 3. John Hayes (52), 4. Jack Norton (45), 5. Dale Breedlove (39).

201-250cc: 1. Mike Davis (53), 2. C. A. Roberts (51), 3. Terry Cool (39), 4. Jerry Hunzeker (35), 5. Dan Brinkman (31).

251-Open: 1. Roy Pool (73), 2. Rickie Gardner (65), 3. Stan Walker (63), 4. C.F. Powell (46), 5. Robert Gardner (37).

Women's Open: 1. Carol Jones (76), 2. Vickie Allen, (74), 3. Beverly McQueen (38), 4. Betty Hayes (34), 5. La Verne Phillips (34).

Texas 1974 Overall Champions:

Men's Overall: Charles Bishop (82).

Women's Overall: Lynett Pool (80).

Schedule of Events for the coming season:

Sept. 21: '73-'74 Awards Banquet-Woodville Hotel.

Sept. 22: Gulf Coast Enduro, P. O. Box 1093, Nederland, TX 77627.

Sept. 29: TRH, P. O. Box 22932, Houston, TX 77027.

Oct. 20: Sidewinder's Enduro, 220 E. Huff, San Antonio, TX 78214.

Oct. 27: Cottonboll Nationals, Track & Trail Sport Riders, P. O. Box 9251, Amarillo, TX 79105.

Nov. 3: Odessa Enduro, 2220 Hanley, Odessa, TX 79762.

Nov. 10: Lubbock "Post" Enduro, P. O. Box 1012, Lubbock, TX 79408.

Dec. 8: Stump Jumpers, P. O. Box 132, Euless, TX 76039.

Jan. 19: San Angelo "Concho Enduro", 3617 Old Post Rd., San Angelo, TX 76901.

Feb. 9: Sweeny Enduro, P. O. Box 127, Sweeny, TX 77480.

Mar 23: Southwest Sports Asso. Enduro, 1915 Roman Forest, New Caney, TX 77357.

April 13: Trailblazers Enduro, 2708 Larkin Ave., Ft. Worth, TX 76133.

May 4: Cinco De Mayo Enduro, 2207 N. 17th, McAllen, TX 78501.

June 29: Et Cetera Enduro, 7603 Twin Hills Dr., Houston, TX 77071.

Gulf Coast Trail Riders Host Pineywoods Enduro

Gulf Coast Trail Riders will be hosting a weekend of festivities Saturday and Sunday, September 21 and 22.

The Texas State Enduro Banquet will start things off Saturday night. Miss Tyler County, Connie McCants, will present trophies to the top riders in the past year's circuit.

Sunday morning approximately 300 Dirt Bike Riders will be competing for peaces in the first enduro in this years' circuit. The 2nd Pineywoods Enduro will be held outside Woodville between Town Bluff Road and Hillister.

We hope the people of this area will again welcome these riders from all over Texas as well as Louisiana.

SUBJECT: Texas State Enduro Circuit Organization.

Gentlemen:

Let me introduce myself first, my name is James L. Wise I am vice president of The Sweeny Enduro Club and former enduro division chairman of the AMA District 20 Club Council. If any of you have ever ridden a Sweeny Enduro Club event you probably know me.

You have been invited to attend a meeting in Waco on June 23 to organize next years enduro circuit which Roy Pool has created. I personally think that this is an important meeting and needs your full support as it will futher enduro riding in the state.

For some 10 to 16 years the riders of this state have been trying with no success to get AMA to create a point system for enduro riders with the answer being that it could not be done because it was to much work for the reward. Well there has been a point system for everything but enduro riding for quite some years.

Last year Roy Pool setup and created a point system for the enduro riders of this state which has gone over with great success. He created it with no cost to the clubs which wanted to participate. The only cost was to the riders of the events which was only .50 cents per event to cover the expence of the awards and running the circuit.

The position which Roy holds is a non paying position with very little reward except the fact the fact that he is helping promote motorcycling a great deal. Now that Roy has created this circuit it needs your support to become bigger and better.

As I said I am former AMA District 20 Club Council Trail Riders Division Chairman, a position which I stepped down from as I felt I could not fullfill it to the expectations of the Council and AMA. I know first hand that the AMA District 20 Club Council is in the process of creating a point system for enduros in the state. The only thing about this is the fact that it is about 16 years late and the fact that you have to be a AMA thartered club at $20.00 a year, a District 20 Club Council member at $10.00 and each rider which wants to be scored for points has to hold a District 20 Club Council enduro license. Now that there has already been a point system created that is working why not get in on the action. In comparison there seems to be quite some difference between the two already.

I do not Know Roy as well as some of the riders in the state, but I do know of his ability and I personally will back him in any plans which he has to advance enduro riding in the state. I think that the past year has shown his ability to organize a circuit and I do not think that we can go any other way and have as much success. I personally feel that backing Roy Pool in the TSEC Circuit will be a benefit to the enduro riders in Texas. So Let's back him and give him all the support that he needs to make the circuit bigger and better.

SEE YOU IN WACO.

Thank You

James L. Wise

American Motorcycle Association
P.O. Box 141, Westerville, Ohio 43081
Telephone 614/ 891-2425
Telex: 245 392

News Release

August 20, 1974

Mr. John Lancione, President
Universal Accessories, Inc.
1712 South Akard
Dallas, Texas 72515

Dear John,

I am in receipt of your letter to Bill Boyce regarding the Roy Pool situation.

Ted has been keeping me posted throughout the season as to the events taking place with regards to the Texas state championship Enduro circuit. I am informed by both he and the Fort Hood Dirt Riders that Roy Pool was given every opportunity to be the head guy of District 20, with regard to all AMA sanctioned Enduros, and Mr. Roy Pool declined to accept.

Reviewing your letter, I have checked again with Ted and asked him for an up-date on the situation. Ted mentioned that he had not heard from you on this subject, and quite frankly, was a little bit surprised that you felt the need to write the home office before talking to him about it.

I would like to think that there is some misunderstanding with regard to Ted threatening Roy Pool, or anyone, with future action from the AMA on such things as withholding sanctions or not granting national championships because they don't do things his way.

At the same time, John, I'm sure that you're quite aware that AMA's first responsibility should be to take care of its members and clubs.

American Motorcycle Association
P.O. Box 141, Westerville, Ohio 43081 Telephone 614/ 891-2425
Telex: 245 392

News Release

August 20, 1974

(cont.)

I am enclosing a copy of the Fort Hood Dirt Riders' letter, covering this subject, which I understand was mailed to all Enduro riders and promoters of Enduro events. Additionally, I understand this letter was printed in Cycle News Central. Whatever the situation is out there, John, I do appreciate your taking the time to express your feelings and concerns to the home office and would ask you to monitor this and other activities. At the same time, I would hope that you will confide in Ted and tell him how it is, good or bad.

On the personal side, my foot is completely healed now and I suppose I'll be starting to get back in shape for another attempt at the six day team next year. Tom Jr. is using a pair of the stainless steel handle bars, I received from you last year, on his moto-cross bike, and says they're great. Thanks for the handle bars and the other goodies you passed along throughout the year.

Sincerely yours,

Tom Clark

Tom Clark
Marketing Manager

cc: Ed Youngblood
Bill Boyce
Ted Kelderman
Roy Pool

They Later offer a full paying Job with AMA if I would Turn T.S.C into all AMA Roy Pool I declined to accept

TC/jw

4749 Snow Drive
Mesquite, Texas 75149
May 3, 1974

To Whom It May Concern:

I feel that the AMA would be a poor representative for the amature motorcycle rider like myself.

Roy Poole has done a good job this past year in the motorcycle work he has done and we would like to see him represent us as amature riders.

Sincerely,

Rita S. Hullett

Rita S. Hullett

1013 Spring Lake Drive
Garland, Texas 75042
May 3, 1974

Gentlemen:

ACCORDING TO MY JUDGMENT, THE AMA WOULD BE A POOR REPRESENTATIVE FOR THE AMATURE MOTORCYCLE RIDER, LIKE ME.

THIS PAST YEAR, ROY POOL HAS DONE A GOOD JOB IN MOTORCYCLE WORK AND I WOULD LIKE TO SEE HIM REPRESENT THE AMATURE RIDERS.

Marsha Spray

Marsha Spray

3104 Point East
Mesquite, Texas 75149
May 3, 1974

Dear Sirs:

I feel that the AMA would not be a good representative for me as an amature motorcycle rider.

I think Roy Poole has done a good job this year in his work and we would like to see him represent the amature riders.

D. E. Nichols

D. E. Nichols

1013 Spring Lake Drive
Garland, Texas 75042
May 3, 1974

Gentlemen:

According to my judgement, the AMA would be a poor representative for the amature motorcycle rider like me.

This past year, Roy Poole has done a good job in motorcycle work and I would like to see him represent the amature riders.

Gary D. Spray

Gary D. Spray

3104 Point East
Mesquite, Texas 75149
May 3, 1974

Dear Sirs:

I feel that the AMA would not be a good representative for me as an amature motorcycle rider.

I think Roy Poole has done a good job this year in his work and we would like to see him represent the amature riders.

Kenneth D. Nichols
Kenneth Nichols

4869 Shands Drive
Mesquite, Texas 75149
May 3, 1974

To Whom It May Concern:

I feel that the AMA would be a poor representative for the amature motorcycle rider like myself.

Roy Poole has done a good job this past year in motorcycle work and we would like to see him represent us amature riders.

David G. Dower

David G. Dower

4869 Shands Drive
Mesquite, Texas 75149
May 3, 1974

To Whom It May Concern:

I feel that the AMA would be a poor representative for the amature motorcycle rider like myself.

Roy Poole has done a good job this past year in motorcycle work and we would like to see him represent us amature riders.

Yvonne Dower

Yvonne Dower

4749 SNOW DRIVE
MESQUITE, TEXAS 75149
MAY 2, 1974

TO WHOM IT MAY CONCERN:

I FEEL THAT THE AMA WOULD BE A POOR REPRESENTATIVE FOR THE AMATURE MOTORCYCLE RIDER LIKE MYSELF.

ROY POOLE HAS DONE A GOOD JOB THIS PAST YEAR IN THE MOTORCYCLE WORK HE HAS DONE AND WE WOULD LIKE TO SEE HIM REPRESENT US AS AMATURE RIDERS.

Wayne Hullett
WAYNE HULLETT

Ray & Lynette

Appreciate the help you gave us. Many were complimentary of the run especially starting trophy presentation at 5:10.

One thing we might need to get over to some people better is the Legislation fee. We had almost everyone check yes on their entry but only 52 include an extra dollar maybe the flyer is not clear. Also we had several on late registration say they gave at Pert or Memphis or etc.

Dear Lynett & Ray,

I just wanted to drop you a note & tell you how much I appreciated your help at the scoring table.

It probably would have taken much longer to get the scoring done if I had to do it by myself. I would have been at a loss on the tie breakers & I'm still not completely straight on that!

Again Thanks.

JoAnn

We think we have put on two of the best enduros in the last couple of years, but we are going to have to give a great deal of thought before we decide if there will be another enduro in Chidlow.

Again thank for your help and please send standings as soon as possible so we can get in Jan issue.

Simon

Gary

trail riders
of houston

21 MAY

WE WERE GLAD TO HEAR FROM YOU, AND GET THE INFO. IT HAS GOTTEN STICKY HERE TO PUT ON TRU EVENTS ON THE EAST SIDE OF THE SAM HOUSTON NATIONAL FOREST. THE NEW RANGER IS GOING RIGHT BY THE BOOK, REQUIRING SPECIAL USE PERMITS, SUBMITTAL OF PROPOSED ROUTES FOR APPROVAL, A PERCENTAGE OF THE ENTRY FEES, ETC. ALSO, WE CAN NO LONGER HAVE EVENTS RUN OVER PIPELINES & POWER LINES WITHOUT PERMISSION.

WE HAVE BEEN FOLLOWING PENDING LEGISLATION PERTAINING TO BIKING TOO, AND HAVE SENT COPIES OF THE ENCLOSED LETTER TO OUR STATE SENATORS, OVER APPROPRIATE SIGNATURES OF MEMBER GOTTEN AT OUR LAST MEETING.

WE ARE VERY INTERESTED IN FORMING A TEXAS ENDURO CHAMPIONSHIP CIRCUIT.... TWO OF OUR MAJOR ANNUAL ENDUROS COULD BE INCLUDED.. THE CHAMPIONSHIP COULD BE BASED ON SCORES FROM BEST 4 OR 5 OF 7 ENDUROS PER YEAR; MAKING FOR A GENUINE RUN ... NOT A ONE-SHOT WINNER!

P.O. BOX 22932 - HOUSTON, TEXAS 77027

BY ALL MEANS, KEEP US POSTED ON WAYS YOU COME UP WITH TO KEEP OUR SPORT ALIVE.

OUR "MOTORCYCLE FOREST PATROL" IS COMING ALONG, WITH EXPERIENCE & MANPOWER WE WILL MAKE OUR PRESENCE FELT. THE FOREST SERVICE IS COMPLETELY BEHIND US.

I AM EXTREMELY UNHAPPY WITH THE FORT HOOD CLUB FOR FAILING TO NOTIFY US OF THE PAST APRIL 15 ENDURO. IT'S HARD TO UNDERSTAND WHY WE WEREN'T MAILED ANYTHING, CONSIDERING WE HAD ABOUT 20 RIDERS IN THE 2 DAYS, TAKING 2 SILVER & 6 OR 7 BRONZE MEDALS!

KEEP IN TOUCH.

Joe Wolf

CHAIRMAN
TRH ENDURO DIVISION

trh
trail riders
of houston

MEMO

TO: Roy Poole
FROM: Phil Gandt
DATE: 25 June 74
RE: Caney Creek Enduro

ROY - Sorry I couldn't make the circuit meeting but I had business commitments and couldn't get away. I received a full report from Robert Gardner and I'm pleased with the outcome. Would you send a copy of the official rules decided on and I'll copy and circulate them among TRH.

Enclosed is a check for $71.20. $50.00 of this is a deposit for the Caney Creek Enduro in September. $21.20 is TRH's share of circuit expenses from last year.

Roy, I would like to take this opportunity to personally thank you for your efforts in this circuit. Last year was a fiasco and more than one event - but we learn from these events. I appreciate your cooperation of organizing and standardizing the circuit for the coming year. Good luck.

Sincerely,

Phil D. Gandt
TRH Enduro Division Chairman

Phil D. Gandt

P.S. Let's meet at Motorcycle World some weekend.

P.O. BOX 22932 - HOUSTON, TEXAS 77027

AMERICA'S MOTORCYCLE NEWSPAPER IN 3 REGIONAL EDITIONS

Cycle News, Inc.

P.O. Box 13245 Austin, Texas 78711

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CENTRAL ~~512/478-7654~~ 444-7548

EAST 404/934-7850

5 July 1974

Roy Pool
704 Brownstone Street
Euless, Texas 76039

Roy,

Does Roy Pool really exist in Euless? Does Roy Pool really exist? Does Euless even really exist? Why are we asking these dumb questions? Because we haven't heard from Roy in three months now. Not one story, not one good photo, not even a dirty postcard. Nothing.

Come on now, Roy, you can't fool us--we know you are there.

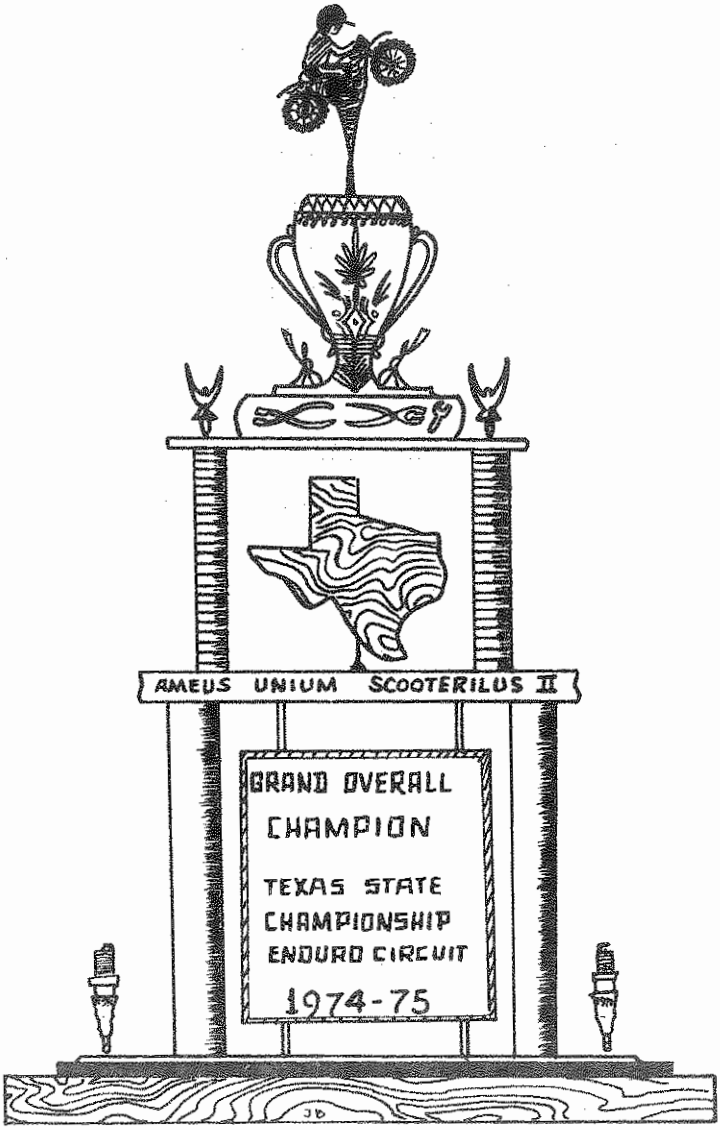
Sincerely,

Bob Dickey

Bob Dickey
Assistant Editor
Cycle News Central

/vk

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1974-75 GUIDELINE HANDBOOK



TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

GUIDELINE HANDBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to develop a system of competitive enduros in Texas and for Texas residents only whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a chairman, a circuit committee consisting of two representatives from each affiliated club and the affiliated clubs as admitted by the circuit committee. The circuit committee shall meet at least once annually for the purposes of adgenda, rule additions-deletions and/or changes, and to conduct any matter of general business that may be appropriately handled by committee. A quorum of not less than sixty-percent (60%) of the currently affiliated clubs shall be deemed necessary to conduct business. The committee shall be the final authority for the purposes of conducting business.

FINANCIAL

There will be no dues as such for affiliation by a club or organization to the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT. The expenses for the operation of the circuit shall be derived from an entry assessment of one dollar ($1.00) for each entry in each affiliate's enduro and from other donations and contributions that may be realized. All revenue derived from the operation of the circuit shall be expended for the operation of the circuit and there will be no wages, salaries nor any other form of remuneration paid to any person for the purpose of compensation for elected or appointed duties. The circuit chairman or his delegate shall provide a complete financial report at the regular annual meeting and at any other time as deemed appropriate by the committee.

Within forty-five (45) days after the adgenda has been set by the circuit committee, a fifty dollar ($50.00) deposit shall be forwarded to the circuit chairman for the purpose of providing advance working capital for the coming enduro season in light of the provision that all revenues collected will be spent. The fifty dollars is to be deducted from the $1.00 circuit fee as each enduro occurs.

CHAMPIONSHIP RECOGNITION

At the end of each seasons circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual awards banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations selected by affiliate clubs.

RULES

A. GENERAL

1. The circuit fee per rider is one dollar per event to be included with the club's entry fee amount.

Example:	Enduro entry fee....	$ 10.00
	Circuit fee	1.00
	Total to enter	$ 11.00

2. There will be no motorcycles at or near the rider's meeting at risk of disqualification. (See rule number nine under this section for authority to disqualify)

3. Classes are: 0-100, 101-125, 126-200, 201-250, 251-open and women's open

4. There will be no pit racing or unnecessary motorcycle operation:

   First offense.....warning
   Second offense....loss of ten points for the entrant
   Third offense.....disqualification for the event

5. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will meet and act upon circuit rule infractions, protests by rider(s) to the circuit and /or other matters that might prove appropriately handled by said group if necessary.

6. There will be no more than five starters per minute plus women's open at any circuit enduro.

7. Registration times and deadlines will be stated clearly on the sponsering club's flyer and/or advertising.

8. Circuit rules will be provided to all affiliated clubs.

9. Rider disqualification will be at the sponsering club's option only.

10. Any new clubs wanting to sponser a circuit enduro will first sponser a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsership.

11. The circuit awards banquet will rotate to circuit clubs at different locations.

12. Club members of a club sponsering an enduro may ride their own enduro if such club member does not take part in the marking of the enduro trail or performs any other task that would have unfair advantage over any other rider.

13. American Motorcycle Association sanction is not mandatory for circuit enduros.

14. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

15. The length mileage for women shall be determined by the sponsering club.
    a. A woman must complete the designated finishing mileage for women in order for that woman to be

awarded circuit points.

b. A woman will not be disqualified and will be awarded circuit points if that woman reaches the designated women's finishing point prior to the women's finishing checkpoint's closing.

16. The scoring system for the 1974-75 circuit is as follows: (ref; rule A-10 on page eight)

Overall	Class
1st....20 points	1st.....20 points
2nd....19 points	2nd.....19 points
3rd....18 points	3rd.....18 points
4th....17 points	4th.....17 points
5th....16 points	5th.....16 points
6th....15 points	6th.....15 points
7th....14 points	7th.....14 points
8th....13 points	8th.....13 points
9th....12 points	9th.....12 points
10th...11 points	10th.....11 points
11th...10 points	11th.....10 points
12th....9 points	12th.....9 points
13th....8 points	13th.....8 points
14th....7 points	14th.....7 points
15th....6 points	15th.....6 points
16th....5 points	16th.....5 points
17th....4 points	17th.....4 points
18th....3 points	18th.....3 points
19th....2 points	19th.....2 points
20th....1 point	20th.....1 point

Note: since this point system will negate the overall winner in the individual enduros from getting class points, (since the overall winner does not "place" in any class) for purposes of class placement, the overall winner of the individual enduro will receive twenty-two (22) points toward final circuit class placement.

B. SCORING

1. The flip-card scoring system for scoring and checkpoint timing will be standard for all circuit enduros.

2. A rider's scorecard must be visible to the rider at all times.

3. Circuit clubs will be provided with a form with which to report enduro results to the circuit chairman for purposes of the accumulative scoring system and the perpetual maintenance thereof. The form should be complete and in the hands of the circuit chairman within seven (7) days of the final results of the enduro.

4. Enduro results will be posted thirty (30) minutes prior to the trophy presentation to allow proper time for protests and/or questions. The results will be final after thirty minutes has elapsed from the time that the results are posted.

5. Enduro results will be distributed to the riders of that enduro by the sponsering club by any appropriated method choosen by that club.

6. The standard scoring for checkpoints shall be:

   .....one point for each minute late

   .....two points for the first minute early

   .....five points for each minute early after the first early minute

7. Circuit points earned in one class may not be transferred to any other class.

8. A rider shall be timed as having reached a checkpoint when such rider enters the checkpoint proper or stops withing view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the other above conditions exist.

9. Points toward circuit placement will be accumulated and maintained for Texas residents only.

10. For the 1974-75 circuit season, circuit scoring will be done in two parts. Points awarded a rider toward overall will not be counted toward class placement nor will points awarded toward class placement be counted toward overall placement. The point system for the 1974-75 circuit season is shown on page six.

11. Consistant with last year, thirty percent (30%) of the low individual enduro scores will be eliminated. That is to say, if there are 13 enduros, 30% of the the races (in the case of a total of 13 races, 30% rounded is four) will be eliminated in the final results. Those races with the lowest points awarded toward circuit placement will be the individual race scores that are not counted. This means that if a rider does well enough in nine enduros, she or he can miss a race, breakdown, or otherwise fail to score points in the other four and still win in the circuit.

12. Trophies will be awarded to the ten best finishers per class for the 1974-75 enduro circuit season.

C. TRAIL MARKING

1. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints.

2. Trail marking will be with stripped ribbon and solid-color arrows (recommendation only; marking material will vary with the geographical location and natural growth).

3. Checkpoints shall be positioned such that they occur on an even minute.

4. Turn-marking (major turns) will be designated by:

   .....one arrow prior to a turn
   .....two arrows signifying the turn
   .....one arrow after the turn

5. Minimum mileage markers on the trail will be at five miles, ten miles and at each ten-mile point thereafter (in addition to the checkpoints).

6. The only markers to be visible to the rider shall be those markers that constitutes part of the enduro course being ridden in the enduro.

CIRCUIT ADGENDA FOR THE 1974-75 SEASON

Sept. 22, 1974.....Gulf Coast Enduro, Nederland
Sept. 29, 1974.....T R H Enduro, Houston
Oct. 20, 1974.....San Antonio Enduro
Oct. 27, 1974.....Cotton Boll Enduro, Memphis
Nov. 3, 1974.....Permian Basin Enduro, Odessa
Nov. 10, 1974.....Caprock Enduro, Post
Dec. 8, 1974.....Stump Jumpers Enduro, Ft Worth
Jan. 19, 1975.....San Angelo Enduro
Feb. 9, 1975.....Sweeney Enduro
Mar. 23, 1975.....Southwest Sports Enduro Houston
Apr. 13, 1975.....Trailblazers Enduro, Ft Worth
May 4, 1975.....McAllen Enduro
June 29, 1975.....Et Cetera Enduro, Houston

Local non-circuit enduros:

Sept. 15, 1974.....Kansas National Enduro
Nov. 17, 1974.....Tulsa Okla National Enduro

The awards banquet for the past enduro circuit season will be held at Beaumont in conjunction with the September 22, 1974, Nederland Enduro.

AWARDS AND CONTRIBUTIONS FOR WINNERS IN THE
1974-75 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

SPONSOR	PRIZES AND AWARDS
Cycle Shack-Houston	$250 Gift Certificate to each high-point rider for the season on a PENTON, YAMAHA and HUSKY
Cycle Shack-Houston Sport Cycles of Houston Clear Lake Cycles	$150 Gift Certificate to the High Point Overall rider on a HODAKA
Penton Dealers of Texas	$100 Gift Certificates to the high point PENTON rider at each enduro
Penton Dealers of Texas	$10 Gift Certificates to the high point women's rider at each event
Penton Dealers of Texas	$50 Gift Certificate to the first place women's winner for the season
Penton Dealers of Texas	$250 Gift Certificate to the overall winner of the Women's open for the season
Wierd Willie's of Conroe Conroe Cycle Center	$250 Gift Certificate to the ~~grand overall~~ winner for the season YAM
Carters Yamaha-Dallas Yamaha of Texas-Ft Wth Cowtown Yamaha-Ft Wth Knowles Cycle-Irving Yamaha West-Ft Wth Arlington Yamaha Big D Yamaha-Dallas Bill's Yamaha-Gpvne	175cc Yamaha Motorcycle to the grand overall champion for the seas(

August 21, 1974

Mr. R. E. Pool
704 Brownstone
Euless, Texas 76039

Dear Roy:

I have just received copies of the information that you sent relative to the 1974-75 Texas State Championship Enduro Circuit.

I am ashamed that I have not expressed to you my appreciation for the effort you have put forth in pulling together the TSCEC for 1973-74. I enjoyed competing in the Circuit and look forward to the upcoming season.

The actions of AMA and Mr. Hickey do not seem, to me, to be in the best interests of Texas enduro riders. While I would personally like to see Texas events follow AMA enduro rules, I think that Texas enduro riders, the local clubs and the TSCEC can evolve a standard for enduro events that will be superior for us.

Anytime that I could be of help to you, please call on me. I offer you my full support and will be glad to work to improve Texas enduro riding.

Sincerely,

Bill Baker

William C. Baker
10126 Brinwood
Houston, Texas 77043

WCB:sc

MOTORCYCLE WORLD Inc.
2311 W. HOLCOMBE • HOUSTON, TEXAS 77025
(713) 667-3366

August 21, 1974

Mr. Roy E. Pool
704 Brownstone St.
Euless, Texas 76039

Dear Mr. Pool:

Several of our members have been asking about the point system and the scoring method used in the Texas State Championship Enduro Circuit. Would you please send us this information so that we may pass it on to interested members.

We wish to take this opportunity to tell you that we think you are doing a tremendous job putting on this Circuit. We have a large number of members participating in these events and we are all enjoying it very much.

Thank you for your help and consideration.

Very truly yours,

Earlyne Kirkland

Earlyne Kirkland
Secretary

ek

REPLY MESSAGE

TO Roy Pool

FROM

SPORTCYCLES OF HOUSTON
7637½ LONG POINT
HOUSTON, TEXAS 77055
(713) 681-9369

SUBJECT: Addition to the Texas Enduro Rules

DATE: 10-15-74

FOLD

Roy, To make the circuit even better, the rules concerning location of checkpoints should be amended as follows.

C. 3. Checkpoints shall be positioned such that they occur on an even or full minute, and an even or full tenth of a mile.

PLEASE REPLY TO → SIGNED Jimmy Hill

DATE

SIGNED

THIS COPY FOR PERSON ADDRESSED

Sidewinders Enduro has troubles . . . scores for TSEC thrown out.

By James Ray Photo By John Cox

SAN ANTONIO, TX., OCTOBER 20

When Santa Ana was laying seige to the Alamo and giving "no quarter", little did he know that in those very same woods a modern day Gringo would go blasting away on a motorcycle and in his own way lay seige to some 450 other riders in their quest for victory. He did it by zeroing five check points at an average of 24 miles an hour for 90 miles, with the most perfect score of the day's run. "Gringo" Bostick ate lots of tamales and enchiladas to build up the petrol for this "Sidewinders Enduro" which is part of the "Texas State Championship Circuit". Not only did he win the Overall Trophy, he walked off $100.00 dollars richer, compliments of Honda Motorcycles. John Hayes, riding in the 175 class, also turned in a zero card at race's end but was edged out by the tie breaker at check point three. In fact, when the 5 trophies per class winners, had their score cards tallied up, no one had less than three demerit points. This race was won and lost by fractions of a second. Breedlove and Jimmy Fotjik both turned in scores that were less than a minute out of tying for the "Overall Trophy".

Ever wondered how ties are broken at AMA enduros? A rider coming in the closest to the center of his minute will be recognized by AMA rules as having the most perfect score at that check point. When two or more riders have identical scores for the total score at the end of the enduro, then the check point that was used and recorded on your score card with the half-minute broken down into hundredths, will be used to break ties.

To further explain, at one check point in the eudnro your score is not only recorded by the minute, but also by the seconds. For instance, if your number was 52 like mine was, and if the flip-card system was being used, then to have a perfect score you would need to ride into this check point 30 seconds after the number 52 was turned over on the flip-card. Thus, the timekeeper would record your score on your time card as 52.50. Only the fraction part of this number is used in breaking ties. So if rider #7 came into the check point when the flip-card corresponded with his #7 and if he was into the half-minute 40 hundreds, then he would have tied with rider #12 who's flip-card was showing 12 and who's half-minute was 60 hundreds. What you do is start with 50 hundreds and progress up and down the scale to 0 and 100. This would give you 60 and 40 equa-distance from the hypothetical 50 as the center of the half-minute.

Getting it up in the woods.

I'd have to classify this enduro as a success. As far as protests go, there was only one that I heard of and I don't think it held up. Thirty minutes after the results were posted, they started giving out the ten trophies in each class. You might think that with this many trophies in each class, you would have a pretty good chance to latch onto one, but the scores that were turned in were all fairly low and, unless you got into the low teens, you didn't have a chance. All those trophies stacked together were sure pretty and it took a good ride to get one. I hope that more of the clubs and individuals who put on enduros adopt this policy of giving out ten trophies instead of just five per class. More people would enter if they felt they had a better chance at a trophy and I know that trophies don't cost all that much more money. Let's all start putting on the pressure to have ten places in each class.

The Texas State Enduro Circuit is going to have ten places this year and it is sure giving me the bug to win one of the beauties. Of course, everyone else has the same idea. I did gather up some giant sized pinecones though, to take back to my wife to use in making Christmas decorations. I had a good time, and finished the race. That was really reward enough for an old cold shoe like me.

Anyway, there's umpteen more to enter and ride in this year and the early part of next year, to keep me shooting for my first. When the bug bites you, it doesn't turn loose without a fight, or so I would assume because it hasn't turned me loose yet.

Something should be said about the dinky little log bridges that were pushed and stacked together at some of the creek crossings. Some were well made and some were downright precarious while trying to cross. If you weren't really careful and slow while tip-toeing across, you would fall straight down, never to get yourself or bike back up without the help of two or three other guys. They became mighty slick while wet and muddy. Some guys will remember that you treat these with respect.

RESULTS
Overall Winner: Henry Bostik
Women's Open: 1. Carol Jones, 2. Lynette Pool, 3. Beverly McQueen, 4. Betty Hayes.
100: 1. Carlisle Langley, 2. Glenn Allison, 3. Bill Baker, 4. Joe Dickson.
125: 1. Keith Collins, 2. Eddie Brasher, 3. David Lelsy, 4. Gerald McDonald.
200: 1. Milton Wendrock, 2. Gerald Henderson, 3. Perry Davis, 4. Bryan Atwood.
250: 1. C.A. Roberts, 2. Earl Keys, 3. Don Engelisng, 4. Richard Baker.
Open: 1. Jack Henry, 2. Edward Allen, Mike Davis, 4. Ronald Brody.

ward circuit point accumulation. It was voted five to two to throw out this enduro's scores. Under the circumstances, this decision was nnavoidable.

We had a guest rider from England who was furnished a motorcycle and a spot in the Powder Puff class to ride in. You see, Larry Davis is tonring the USA on behalf of a motorcycle magazine published in England. Larry was making a sweep throngh Odessa in west Texas earlier this week and through a chance acquaintance, found out about the "Sidewinders Enduro". So he boogied down our way, got a bike, and entered his first Enduro. The report given to me was that he was very impressed with the new found sport and thought that Texas hospitality was second to none.

You can tell by the close scores that we had some of Texas' best enduro riders today. If you like to ride in deep sand and cherish the feel of tree limbs switching your face and body, and don't mind unravelling barbed wire from your sprockets and wheels, this is definitely your kind of Enduro.

I hope that next year more trophies are given out in each class. We had so many riders turning in low, identical scores, that the tie breaker check point was used so many times it turned out to be the rule rather than the exception to fall back on its use My enduro riding buddy, Roy Reeves had dropped only one point from his final score and felt that his chance of winning first in his class was excellent. He was nudged out of second place by 43 hundredths of a minute. By any standard, that is cutting scores mighty thin.

At last year's run, some irate woman living near the course called the Sheriff everytime a rider came blasting by. Now keep in mind that silencers and spark arrestors were required for this AMA and Texas State Championship Circuit approved event. This year some property owner blocked a road with his pick-up and lined a row of building tiles across the path. Whether they did this legally we don't know but you don't argue with a gun when some unidentified woman shoots. From rider #49 on, a forced detour was made around the road in question. No Sheriff or Highway Patrol checked bikes to be street legal until late in the race, and then only at the camping area, which was State Highway right-of-way property. I wasn't told if any tickets were issued but it could have been very possible.

Since a lot of the riders were rerouted around the course at this one check point and since Check points one and two had a foul-up on their times, it was decided to take a vote by the State Circuit Committee on whether to count this enduro's point winners to-

RESULTS
Powder Puff: Lynette Pool.
Over 45: Troy Taylor (4 pts).
100cc: 1. Steve Jones (2 pts), 2. Pat Easley (2 pts), 3. Jim McCartney (3 pts), 4. John Ham (3 pts).
125cc: 1. Jerry Hunzeker (0.17 pts), 2. Eddie Brasher (1.18 pts), 3. Ray Buck (1.14 pts), 4. Gene Hooker (1.01 pts).
175cc: 1. John Hayes (0 pts), 2. Perry Davis (1.60 pts.), 3. Darrel Roten (1.92 pts), 4. Roy Reeves (1.93 pts).
250cc: 1. Gary Hamilton (.08 pts), 2. Ronnie Helmer (1.32 pts), 3. Earl Keys (1.23 pts), 4. Shelby Blankenship (1.04 pts).
Open: 1. Dale Breedlove (.23 pts), 2. Jimmy Fotjik (.62 pts), 3. Dee Williams (.81 pts), 4. Rickie Garner (1.38 pts).

From Memphis, Texas:

1974 Cotton [and Mud] Boll Nat'l Enduro

by Lynda Holley

You've got to like riding in sand to like riding the Cotton Boll National, right? WRONG! You've got to be absolutely in love with the deepest, slimyest mud in the world!

The place was Memphis, Texas, a nice little city of 3400 people, and it was filled to overflowing October 26 and 27. The Track & Trail Sport Riders had really done their homework, and as far as we could tell, the whole town welcomed the riders. On Saturday afternoon, there was a parade with honest-to-goodness floats and a band. And Saturday night the local movie house showed "On The Line", a mediocre little flick about desert racing. Opinions varied on the movie, but at least it kept everyone's mind off what was in store for Sunday.

The city park where we camped was really nice, with showers, water, etc. And sleeping was pretty good, until some over-anxious rider started his bike at 5:00 a.m., having forgotten to turn his watch back for daylight savings time.

And how was the course? Well — there were exactly 60 qualified finishers out of 598 entries. Does that tell you anything?

The sky was overcast when the riders started, and it was misting by 12:00. The mist continues until about 2:00, when earnest rain sets in.

The biggest problem most riders encountered was gas — not enough of it. Before the first gas stop, set at 43.0 miles, there were numerous riders out of gas, some as far back as 25 miles. The deep sand, combined with mud that went on for miles, ate twice as much gas as most riders had anticipated.

In talking with Linda Stafford from Track & Trail on Monday, we found that we fared better than some riders. Linda said there were still riders out Monday morning, and some poor souls pulled in at 1:30 a.m.

Despite all the mud and poor weather, most of the riders we talked to felt that it was an excellent enduro. The course was well-marked, and challenging. The finish was in the city park, and as riders came down the paved road into the park, it looked like it was over. No way. The arrow pointed back around the swimming pool and back into the woods for another 3 miles of hills and canyons.

Rumors of some of the big names showing up — Dick Burleson and Carl Cranke, for instance — didn't pan out. However, the imposing Cycle Liner of the Pentons was there, and Jack and Tom were among the top finishers. Even J. R. Horne was riding, and we understand he almost always turns out for this one.

Track and Trail had a pretty good sweep crew, with dune buggies and trailers fetching riders out of the mud until well after dark. There were some complaints that the sweep crew was not to be found, but in the marshy mud around the 35 miles point, the buggies were getting stuck as bad as the bikes. We'll vouch that they were out there trying to get to everyone they could.

If the weather had been nice, this would have been a nice ride. As it was, it was what it was supposed to be — a good, hard, tough endurance run.

A familiar enduro sight — the just slightly over-loaded gas truck.

This swamp wasn't just a passing thing — it went on for miles and miles.

Cotton Boll National Score :

Penton One, Red River 440

By Bob Dickey

Look, first we get mine out, then yours. No, mine. No, mine! A w hell!

MEMPHIS, TEXAS, OCTOBER 27

Cotton country. Row upon row of cotton, stretching for miles around the small North Texas town of Memphis. Flying overhead, the country is red, green and white. The red comes from the sand which shifts and moves, covering and invading every nook and cranny. The green comes from the unharvested cotton plants. And the white comes from both the cotton and the thick, muggy fog that enshrouded 598 riders at 8 o'clock Sunday morning.

Of those riders, only sixty were to make it through the day, covering 118 miles of sand, mnd and quicksand and still be within the allowable hour of grace. As they lined up, waiting to leave in rows of fonr on a minute, little did they realize that by nightfall, more than seventy of them would still be struggling to finish. None dreamed that over a hundred of them wonld be forced to abandon their bikes in various sections of the Red River. It was going to be one-hell-of-a-day.

The first section of the run sold enough pistons and rings to make any manufacturer happy. Riders who lacked either the power or the finesse to get up speed in the damp river-bottom sand found themselves paddling and churning through the power robbing stuff. As engines fried and pistons welded themselves to clyinders, these riders would have welcomed a few cool splashes of water. Those who made it to the first gas stop had already gotten a taste of the water to come, crossing the Red River into the stop. If you could get the bike up to plane on the sand, the first section was a cakewalk compared to what was to come.

Leaving the gas stop, the riders wonld dip iuto the Red River then out to run through the sand marshes and brush along its sides. The dips and crossings proved to be the dowufall of many of the remaining riders. Rains that had covered the area intermittently for a week had left standing water and bog holes scattered impartially along the ronte. Jumping the one and two foot drop-offs into the riverbed could find you on hard packed sand, mired in mud or watching your bike disappear in quicksand. Similarly, bombing along the packed sand would often find riders sprawled unexpectedly in front of their bikes after the front wheel located a soft spot or sink hole and they were whipped off over the bars.

A few managed to extricate their bikes alone, or with the help of others in the same plight. Of these, some were unable to restart the sand clogged bikes and started walking out. Others unable to pull their bikes from the sucking ooze set up camp with their fellow snfferers. There they walted, some building bonfires against the chill rain that had started falling by mid-afternoon, others huddling by their steaming bikes. One of the local pilots split his time between flying newsmen over the course and spotting stranded riders. Local farmers used their pick-ups and four-wheel drives to rescue the downed bikers.

For the remalning few who escaped the traps in the riverbed, the second gas stop brought a sense of relief and accomplishment. From there, they had only to struggle through the now steady rain, soggy lowland pastures and over slick clay foothills to finish. Exhausted, glassy-eyed, they rolled into the last checks. Asking, each time, "How much more?"

Jack Penton took it all, if not in stride, at least with a minimum of problems. He dropped only eleven points during the day to take first overall on his 175 Penton.

Jim Fortune (Hus) "A" class winner, was one of the very few entrants close to Jack with 21 points. Most other riders in the "A" classes were closer to 100 points while the "B" riders were even higher. "B" overall winner, Gene Kyson dropped 65 points.

The Memphis Chamber of Commerce went all out in their effort to make this event, sponsored by the Track and Trail club of Amarillo, a success. The town was virtually open to the visiting riders with Saturday's activities including a parade, beauty contest and a showing of the movie "On The Line" at the local theatre to put riders to sleep Satnrday night. Area ranchers and farmers opened their land freely for use with the stipulation that the course run by some landowners houses so that they might enjoy the spectacle from their front porches. The area arouud the DeVille Motel was open for camping and within the rule of no bikes running after 10pm, the local law officers were conspicnous in their absence.

There will be another Cotton Boll next year, but without the National title. Maybe it shall return. I know some of the riders will retnrn to find their bikes come Spring.

Jack Penton and friend Alan.

Me an this hunnert been everwhere.

RESULTS

Overall: Jack Penton (11 pts)
Overall "A": Jim Fortnne (21 pts)
Overall "B": Gene Kyson (65 pts)

Class "A"
100: 1. Joe Coker (107 pts), 2. Dennis Westfall (137 pts), 3. Dennis Latimar (210 pts), 4. Jim D. Sherril (376 pts).
125: 1. Eddie Brasher (90 pts), 2. Bill Uzzell (114 pts), 3. Wayne Caswell (132 pts), 4. Kinki Koi (152 pts).
200: 1. Charles Bishop (49 pts), 2. Milton Wendrock (80 pts), 3. Gerald Henderson (80 pts), 4. Alan McDuff (80 pts).
250: 1. Tom Penton (24 pts), 2. Vern Street (33 pts), 3. Ron Burks (55 pts), 4. Henry Bostick (65 pts).
Open: 1. Leonard Fortune (97 pts), 2. Bill Maroney (102 pts), 3. Ralph Coen (131 pts), 4. Jimmy Fotjck (143 pts).

Class "B"
100: 1. Jim McCartney (99 pts), 2. Joe Dixon (107 pts), 3. Larry Milton (151 pts), 4. Rex Sullivan (6 chk, 3 pun).
125: 1. Bob Pike (254 pts, Disq.), 2. Randy Parish (351 pts, Disq.), 3. Roy Kaye (411 pts, Disq.), 4. George Larzelers (158 pts, Disq.).
200: 1. John Dennis, Jr. (86 pts), 2. Phil Gandt (95 pts), 3. Bob Meitzen (96 pts), 4. Paul Rodden (181 pts).
250: 1. John Wallace (74 pts), 2. Selby Blankenship (87 pts), 3. C. A. Roberts (90 pts), 4. Robert Daniel (91 pts).
Open: 1. Ronald Brady (76 pts), 2. Bill Hnghes (88 pts), 3. Don Shaw (122 pts), 4. Roy Williams (125 pts).
Junior Father & Son: 1. Ron and Terry Brady (76 pts), 2. Don and Donnie Westfall (137 pts), 3. Ken and K. E. McMillan
Senior Father & Son: 1. John and John Jr. Dennis (6 chs, 4 pun, Disq.), 2. Glen and John Terry (5 chs, 3 pun, Disq.), 3. Kingston and Greg Smith (3 chks, 3 pun, Disq.)
Powder Puff: 1. Lynette Pool (34 pts, 3 chks, Disq.), 2. Carol Jones (52 pts, Disq.), 3. Betty Hayes (54 pts, Disq.).

The most asked question, "How much more?"

1974 Cotton Boll National Results:

OVERALL WINNER: Jack Penton, Penton '75, Lorraine, Ohio.

OVERALL "A" WINNER: Jim Fortune, Husky 400, Webster City, Iowa.

OVERALL "B" WINNER: Gene Kyson, Bossier City, La., Can-Am.

0-100 "A"

1 - Joel Coker, Amarillo, Penton, 2 - Donnis Westfall, Amarillo, Penton; 3 - Dennis Latimer, OKC, "Latimer Special"; 4 - Jim Sherrill, Amarillo, Penton; 5 - Larry Baggett, Colorado Springs, Penton.

0-100 "B"

1 - Jim McCartney, Humble, Penton; 2 - Joe Dixon, Abilene, Hodaka; 3 - Larry Milton, Baton Rouge, Penton; 4 - Rex A. Sullivan, Ft. Worth, Honda; 5 - Irvin Thomas, Lubbock, Honda.

101-125 "A"

1 - Eddie Brasher, Amarillo, Penton; 2 - Bill Uzzell, Canute, Penton; 3 - Wayne Caswell, Pampa, Honda; 4 - Kinki Koi, Austin, Can-Am; 5 - Glenn Terry, Amarillo, Penton.

101-125 "B"

1 - Bob Pike, Kansas City, Penton; 2 - Randy Parrish, Tulsa, Suzuki; 3 - Roy A. Kaye, Fullerton, Ca., Penton; 4 - George Larzelere, Corpus Christi, Can-Am; 5 - Eddie Meadows, Briscoe, TX, Penton.

126-200 "A"

1 - Charles Bishop, Houston, Honda; 2 - Milton Wendrock, San Antonio, Honda; 3 - Gerald Henderson, Austin, Penton; 4 - Allen McDuff, Lake Charles, Honda; 5 - Jack Thompson, Canute, Can-Am.

126-200 "B"

1 - John Dennis, Jr., Lawrence, Yamaha; 2 - Phil Gandt, Houston, Honda; 3 - Robert Meitzen, Houston, Honda; 4 - Paul Rodden, Tulsa, Can-Am; 5 - Gary Miller, Corpus Christi, Can-Am.

201-250 "A"

1 - Tom Penton, Lorraine, Penton; 2 - Vern Street, Tulsa, Penton; 3 - Ronald Burks, Carriere, Miss., Husky; 4 - Henry Bostick, Dallas, Penton; 5 - Talbert Allen, Ft. Worth, Honda.

201-250 "B"

1- John Williams; 2 - Sherby Blankenship, Houston, Husky; 3 - C. A. Roberts, Houston, Husky; 4 - Robert Daniel, OKC, Penton; 5 - Roger C. Hall, Ft. Smith, Penton.

OPEN "A"

1 - Leonard Fortune, Webster City, Iowa, Husky; 2 - Bill Maroney, Amarillo, Honda; 3 - Ralph L. Coen, Roswell, Honda; 4 - Jimmy Fojtik, Austin, Honda; 5 - Al Covington, Westminster, Ca., Rokon.

OPEN "B"

1 - Ronald Brady, Lubbock, Penton; 2 - Bill Hughes, Lubbock, Husky; 3 - Don Shaw, Wichita Falls, yamaha; 4 - Roy Williams, Elgin, Suzuki; 5 - Mike Davis, Irving, Penton.

POWDER PUFF

1 - Lynett Poole, Euless, Penton; 2 - Carol Jones, Pt. Naches, Penton; 3 - Betty Hayes, Ft. Worth, Yamaha.

Jr. FATHER-SON TEAMS

1 - Ron & Terry Brady, Lubbock, Penton & Honda; 2 - Don & Donnie Westfall, Amarillo, Pentons.

Sr. FATHER-SON TEAMS

1 - John & John Jr. Dennis, Lawrence, Yamahas; 2 - Glenn & John Terry, Amarillo, Pentons.

Toward the end of the 118-mile course, riders were beginning to tire. This rider missed the line for this uphill due to what looked like fatigue from where we stood.

Husky-mounted Ron Norick completed the course & was back, cleaned up & taking pictures by 2:00 p.m.

That's J.R. Horne waiting for his number to come up.

GOOD SAMARITAN Wayne of Amarillo gave Scotty Beavers a lift to the road after the most unexpected problem of the day struck — running out of gas. Countless riders were in the same position.

$4.50 per year by mail

SHOWDOWN AT THE CAPROCK ENDURO

About 40 miles southeast of Lubbock, Texas there is a small western town called Post, Texas. Post was named for Mr. C. W. Post (for those of you who do not know who this is I would suggest you check your history). Post has many historical settings. Included is the now famous Buffalo Gap over which wagon trains made their way in the late 1800s.

On November 10, 1974, the big showdown took place about 6 miles south of this famous town. And when the fog end motorcycle smoke had cleared, Roy and Lynette rode off into the sunrise with their trophies strapped to their favorite motor home.

I have heard for some time now that this was the place to separate the men from the boys, and this year proved to be no exception. The course was tough as usual, but to add to the setting for the showdown, it rained most of the week prior to the race. And then the night before it came a real gully washer.

The Lubbock Trail Riders did a fine job of organizing the race and there were enough of them on hand when you arrived and during the race, to make sure that things went smoothly. You were met first with the smiling face of someone called Lawerence, and another called Wayne who told you where to park and to place your bike in the impound area. In face, all the Lubbock Trail riders were very helpful and friendly . . . to everyone . . . including Permian Basin Cycle Club. In fact, some of the Lubbock Trail Riders went out of their way to make the Permian Basin boys feel welcome because I saw at least two and maybe three commodes provided for the Permian Basin Cycle Club out on the trail.

Chuck Spaugh did his usual fine job of holding a rider's meeting at 7:00 a.m. and then at 8:01, the first riders departed for the course which had a variety of rocks, rocks and more rocks. The mud was deep in many of the "dry washes" and slimy. The course had few small hills thrown in for seasoning and the entire course was sprinkled with some of those 2 or 3 foot holes in the middle of the course. We talked with many of the riders and they thought that in spite of the uncooperative "mother nature" that is what it has always been a tough enduro.

There are always a few criticisms at all enduros, but the most were by the spectators this time in not being able to see much of the race. No one was allowed on the ranch unless he was a rider in the enduro, and if you wanted to watch it you had to be alone on the highway.

We might make a suggestion to Mr. Lott and the Lubbock Trail Riders for the National Enduro that is to be held here next April, and that is to select two spots that are easily accessible and that will offer a view of some difficult part of the course and allow the spectators here. You could place trash barrels and clean the area after the race. I think this would improve the attendance.

We have only one other area in which we were disappointed in and this was the city of Post and the television media of Lubbock that did not appear to be interested at all in the race. With the National being held in Post next April, it might be good for Lubbock to look at the coverage given the Cotton Bowl Enduro by the Amarillo stations and maybe Post could visit with the Chamber of Commerce of Memphis, Texas and get some ideas on how they drew 4,000 spectators on the day before the race.

To end everything on a happy note we feel that everyone had a good time, even those who did not get a trophy. I think they felt as good as I do that it was good just to be able to participate in "The Big Showdown" and at the Caprock Enduro.

OVERALL "A" WINNER

Roy Pool, 250, 5 points.

OVERALL "B" WINNER

Don Sanford, 250, 4 points, Odessa.

0-100 "A"

1. Donnie Westfald, 16; 2. Steve Jones, 31; 3. Leo Littlefield, 46; 4. I. J. Stew, 55; 5. Joel Coker, 106.

0-100 "A"

1. R. M. Schmodche, 29; 2. Keith McKay, 30; 3. Irvin Thomas, 37; 4. Joe Dixon, 42; 5. Jim McCarthy, 49.

101-125 "A"

1. Eddie Brashian, 8; 2. Glen Terry, 11; 3. Jenal McDonald, 16; Kinki Koi, 30.

101-125 "B"

1. Jack Acary, 45; 2. Raymond Buck, 49; 3. Phil Payne, 53; 4. Eddie Coffey, 66.

126-200 "A"

1. Melton Wendrock, 6; 2. Bryan Atwood, 6; 3. George Hukill, 9; 4. Bud Johnson, 4; 5. Joe Godfrey, 25

126-200 "B"

1. Jack Norton, 9; 2. Gary Miller, 26; 3. Ron Gassner, 30; 4. Perry Davis, 33.

2-0-250 "A"

1. Roy Pool, 5; 2. Wayne Williams, 7; 3. Mike Tow, 12; 4. Tolbert Allen, 16.

201-250 "B"

1. Gary Blakeley, 8; 2. C. A. Roberts, 9; 3. Mike Edwards, 11; 4. Sherby Blankenship, 15.

SHOWDOWN AT

THE CAPROCK ENDURO

Only 60 Top Race Course

By BRENDA DURRETT
Globe-News Sports Writer

MEMPHIS — Out of 598 riders, only 60 completed the muddy rugged 125-mile course at the Cotton Boll National Enduro Motorcycle race Sunday here.

The rugged course turned to mud as heavy rain fell early Sunday afternoon and later drizzled steadily.

Jack Penton, 20, of Loraine, Ohio, topped his brother and defending champion, Tom, and was named overall winner on the "very muddy and very challenging" course in the Enduro race.

Penton finished the course at 2 p. m. on his 175 cc Penton with 11 penalty points, taken off for slight time misses at check points.

Jim Fortune of Webster City, Iowa, was overall winner in the Class A division with 21 penalty points. Fortune rode a 400 cc Husvarna.

Gene Kyson of Bossier City, La., riding a 125 cc Pan Am, finished the course with 85 penalty points to capture the overall Class B title.

Seven Amarillo men were among the top five finishers in Class A divisions. In the 0-100 cc class, Joel Coker was first with 107 penalty points. Donnie Westfall finished in second place with 137 penalty points. Both are from Amarillo. Jim Sherrill of Amarillo place fourth in the 0-100 cc class.

Other Amarillo men winning in the 1010-125 cc class were: Eddie Brasher, first with 90 penalty points; Wayne Goswell, third with 132 points; and Glenn Terry fifth.

In the 251-up cc class, Bill Maroney of Amarillo finished second, behind first place Leonard Fortune of Webster City, Iowa, with 102 penalty points.

All entrants in the Junior Father-Son, Sr. Father-Son, and the Powderpuff division were disqualified, but riders with the least penalty points were awarded trophies.

In the Junior Father-Son division, Ron and Terry Brady of Lubbock placed first, followed by Don and Donnie Westfall of Amarillo.

In the Senior Father-Son division, John and John Jr. Dennis of Lawrence, Kan., were first place winners. Glenn and John Terry and Kingston and Gregg Smith, all of Amarillo, placed second and third respectively.

In the Powderpuff division, Lynett Pool of Euless, Tex. was first, followed by Carol Jones of Port Neches, Tex., and Betty Hays of Ft. Worth.

Over 4,000 spectators were on hand for the festivities and the race.

1974-Caprock Enduro

251-Open "A"

1. Jack Henry, 5; 2. Jack Moss, 7; 3. Jimmy Fostik, 9; 4. Joe Posser, 11.

251-Open "B"

1. Geryl Darington, 14; 2. Steve Seaton, 16; 3. Kenny Otto, 24 4. Terrance Turner, 27.

WOMEN'S OPEN

1. Lynette Pool, 25, Euless, Tx 2. Betty Hays, 35, Ft. Worth, Tx; 3. Laverne Phillips, 87, Abilene, Tx

DIRT SQUIRT

1. John Terry, Amarillo, Tx; 2. Sandy Cheek, 5, Memphis, Tx; 3. JAY CALLOWAY 5 SOUTHLAND TX

* * * ENC 1-14-75

Riders of the year are:
Motocross: Kent Howerton
Flat Track: Mike Kidd
Specialty: A tie - Will Alford and Roy Pool

Howerton and Kidd are both well known to Central readers, Kent won the recent Trans-AMA Support Class on a Husky and Team Triumph rider Kidd scored his first dirt National victory last season before getting sidelined with a broken leg at Santa Fe. Alford and Pool are not so well known. Alford is a top Texas hillclimber and Pool is the organizer of the Texas Enduro Circuit. The poll was interesting to say the least. The winners are all Texans although nearly every area of the Central readership was represented. We'll publish a list of riders who received votes in the next issne. Some of the names may surprise you.

TSCEC Standings after the Post Enduro

Men:

M. Wendrock	72
H. Bostick	65
R. Pool	56
E. Brasher	48
J. Dixon	37
R. Brady	36
J. Henry	35
C. A. Roberts	34
J. Norton	30
Ed Allen	29

Women

L. Pool	98
B. Hayes	94
C. Jones	38
L. Phillips	36
J. Westfall	33
B. McQueen	18

0-100cc:

J. McCartney	87
J. Dixon	72
C. Langley	56
J. Coker	53
R. Schmiedke	42
P. Easley	42
B. Baker	41
D. Westfall	37
K. McKay	31
S. Jones	29

101-125cc:

E. Brasher	94
K. Koi	72
J. McDonald	59
P. Payne	58
G. Larzelere	55
K. Collins	40
R. Buck	34
G. Wilson	27
B. McKnight	27
R. Dreggors	24

126-200cc:

M. Wendrock	82
B. Atwood	73
J. Norton	66
R. Meltzen	59
P. Davis	48
J. Hayes	44
R. Speer	44
G. Henderson	43
P. Gandt	41
K. Allmond	39

201-250cc:

H. Bostick	96
C. Gehrike	75
R. Pool	60
T. Allen	59
C.A. Roberts	54
D. Engeling	53
S. Blankenship	41
J. Milligan	37
E. Keys	36
W. Williams	32

251-Open:

R. Brady	69
M. Davis	61
J. Fojtik	47
C.F. Powell	42

we may publish the results of the poll

CIRCUIT ADGENDA FOR THE 1974-75 SEASON

Sept. 22, 1974.....Gulf Coast Enduro, Nederland
Sept. 29, 1974.....T R H Enduro, Houston
Oct. 20, 1974.....San Antonio Enduro
Oct. 27, 1974.....Cotton Boll Enduro, Memphis
Nov. 3, 1974.....Permian Basin Enduro, Odessa
Nov. 10, 1974.. Enduro, Post
Dec. 8, 1974.....Stump Jumpers Enduro, Ft Worth
Jan. 19, 1975.....San Angelo Enduro
Feb. 9, 1975.....Sweeney Enduro
Mar. 23, 1975.....Southwest Sports Enduro Houston
Apr. 13, 1975.....Trailblazers Enduro, Ft Worth
May 4, 1975.....McAllen Enduro
June 29, 1975.....Et Cetera Enduro, Houston

Local non-circuit enduros:

Sept. 15, 1974.....Kansas National Enduro
Nov. 17, 1974.....Tulsa Okla National Enduro

The awards banquet for the past enduro circuit season will be held at Beaumont in conjunction with the September 22, 1974, Nederland Enduro.

BIG STUMP ENDURO

The only thing between the North Pole and this hill was a barbed wire fence with the gate left open

By James Ray

This enduro marks the midway point for the Texas State Enduro Circuit with six more sanctioned events remaining. So if your behind and need some more points to get competitive now is the time to start getting serious. I understand there's going to be ten trophies in each class-plus 1st overall.

The Stump-Jumpers got all their stuff together when they put this one on. Even the weather cooperated with the sun coming out after the 1st hour of the start. The temperature was uncomfortably cold early in the morning but with enough clothes on and hard riding thrown-in it turned out to be a rider's dream for the remainder of the day. With the course as well marked as this one and the low 15 mph average you could really enjoy yourself at times by not having to ride all out. Of course this type enduro is the kind they call a "timekeepers dream." If you have $150.00 to invest in a "Pacer" that straps on your handlebars for easy reading, you can have an even more enjoyable ride. This little baby is computerized and all you have to do is set it on the speed to be maintained and it clicks off the minutes/miles automatically. Since I'm not richly endowed what I do at the start of each enduro that I ride in is to make a riders "trip card" using the enduro's average speed broken down in sixty minutes for how many hours/miles. This is taped to the gas tank and by having my wrist watch set on 12:00 o'clock when I start the race I can tell within a minute variation if I'm riding on time. If you can't keep time or can't afford to buy a "Pacer" you can't win enduros. You can be the best motorcycle rider in the world & if you can't keep time there's no hope for you to win. Also if you can't follow the ribbons and arrows marking the course you can't win. All you have to do is miss just one visual check and your disqualified. Needless to say if you miss a time check your also disqualified. What it all boils down to is "Don't cut the course." Whether it was intentional or not doesn't matter one bit. The reason why I'm bringing this up at all is I missed a visual check for the 1st time at an enduro and when I went to get my final posted score I had a "Disq." where my score should have been. Clint Gehrke dropped 6 points at this enduro and was also disq. because he missed a visual check. That hurt....he could have won a trophy.

The camping area and starting line was on the Texas side of the Red River next to the Oklahoma Border. There was some nice shade trees (minus the leaves) and level ground to set up camp. The night before the race there were several fires going to help ward off the night chill while everyone got their visiting over with. The next morning we woke to clear skies with a little breeze

blowing in from the north. It was cold putting on my long underwear and wool socks which was going to be needed until the sun comes out to warm things up. At the 1st chance I kicked my Can-Am a few times to see if it was going to give me any trouble starting because of the cold. It did but with some pushing enough gas finally got down to the carburetor-and it started. Of course everyone else was doing the same thing to their bikes, grouping in the morning darkness with flashlights to see by. By the 7 o'clock riders meeting it had gotten some daylight but it was still just as cold. I had to get my bike checked out for loudness by the db meter set up across the river in a clearing or they wouldn't let me come off the line when my number came up. With some 380 signed up riders there is definately a need for this restriction.

They ought to call this the Riverbank Enduro which there were Plenty of but nary a one stump to jump. A considerable part of the enduro's trails were routed along cliff hanging, gravity defying goat trails over looking some of the prettiest scenery this side of the Mississippi Who had time to look? One slip or wrong move would find you way down at the bottom side of a gorge. The smart thing to do was gingerly pick out the best line and leave the looking for a Greyhound Bus Line Tour.

This enduro made a loop back through the camping area with it being the midway point where you could gas up or get a drink of water and a bite to eat if you were early enough and had the time to spare. Thanks to a real bad mud hole down in the bottom of a creek I was 15 minutes late and didn't even get a drink of water. Shortly after the mud hole down this same creek there was a "waterfall" drop off of about five feet that had to be jumped unless you had some help and then it took quite a while to slide 'em down. After watching several guys jump their bikes off it I got up enough nerve to do it and it was a piece of cake. It always looks worse than it actually is. The first time around there was a 2/6 to go down on but after 400 motorcycles used it, the board broke leaving just two alternatives and if you were riding by yourself, only one. The bottom was flat and sandy, so if you miscalculated, and took a spill, it really wasn't dangerous.

Whoever layed out this course must have been a pretty good hillclimber because there were some real interesting hills to climb. It just so happened that practically everytime I came to a good one there was the invariably bottleneck of a couple riders blocking the line up. When I hit this situation I just rode up as far as I could around the bottleneck and then got off and walked-pushed the rest of the way where it was possible. One of the advantages of

having an early number is you miss a lot of these bottlenecks so keep this in mind the next time you plan on entering an enduro. Have you ever seen a bottleneck going down a

An Open Letter To Texas Enduro Riders

You may be aware that this September the Texas Championship Enduro Circuit enters its second year, and will consist of approximately fourteen events. This 1974-75 circuit will be improved over last year as a result of cooperation on the part of participating clubs and riders, and also as the result of a meeting of representatives from each club held in Waco this past June. At that meeting tentative dates were set for enduros and rules were discussed.

It should be stressed that this meeting was a voluntary gathering, not occuring because of the rules of a sanctioning body or by custom established in earlier years. Each attending club is "local" in nature, consisting of riders who enter "local" events, usually staying within Texas (AMA District 20), being familiar with procedures which are in use and which seem for the most part to suit the wishes of the riders, and having their own ideas about how to improve the quality of Texas enduros. It is important for the future of motorcycling in Texas and specifically for enduro riding that there is "grass roots" interest in the circuit and how it is run. There is genuine rider enthusiasm for this undertaking. At no time has any organization in Texas, even the AMA, been able to engage the interest and momentum which the Texas Championship Enduro Circuit now has.

The results of the Waco meeting did not leave the circuit with iron clad rules, but rather with a schedule of events, with a few set rules, and with a point system which will establish a standard of competition in the state. The outcome gave us what is most important, the events, and left the molding of rules and regulations to the slower process of experience and cooperation at future circuit meetings.

The Stump Jumpers Motorcycle Club is concerned about the recent efforts by AMA regional representative Ted Kelderman and Fort Hood Dirt Rider and successor AMA District 20 Representative (not elected) Jay Hickey to undo the progress that is being made towards improvement of enduro riding in Texas. Mr. Kelderman and Mr. Hickey have spent the past several weeks working to undo the Texas Euduro Circuit. They have brought about the withdrawal of the Fort Hood Dirt Riders from the circuit, and have threatened the Memphis Enduro with the loss of its national sanction if it does not withdraw from the circuit. The Stump Jumpers Motorcycle Club cannot believe this destructive conduct can improve enduro riding in our state.

There has been discussion by these gentlemen about money charged by the circuit to the sponsoring club in an amount based upon the number of entries received. They have labeled this amount a "sanction fee". In fact, the funds do not pay for a sanction, but for trophys and the costs of publishing results and standings. The amount may or may not cause an increase in the actual entry fee charged by the sponsoring club. In any event the actual amount per rider is nominal.

It is the hope of our club that Texas riders will display their disapproval of the type of conduct displayed by Kelderman and Hickey by avoiding events sponsored by promoters or promoting clubs which actively seek to dissolve the circuit and to discredit those who have worked to put it where it is today. At the present time that would mean missing only one event in Texas, and that is the one sponsored this September by the Fort Hood Dirt Riders.

In the meantime, we join the other cooperating clubs in inviting your participation in the circuit which was started by the riders and clubs who are the sport.

Stump Jumpers Motorcycle Club

Reply To Fort Hood Dirt Riders

With a great deal of interest I read your letter of July 12, 1974, relative to your side of the coin concerning the current Texas State Championship Ednuro Circuit vs. AMA as governing body for the 1974-75 enduro series in the state of Texas. There are several misstatements of the facts in that letter. The majority of factual errors arise from the actions by the circuit committee at the Waco meeting in June. Since I was present at that meeting, and have my notes plus two other sets of notes taken at that meeting, you will stand corrected on the following points.

1. Your letter stated that Roy Pool conducted his own dicussion against AMA and called for a vote. Mr. Pool did not make a statement pro or con regarding the Texas Circuit or AMA prior to the vote. Neither did he call for a vote. The meeting was open to the committeemen for discussion and exchange between Kelderman/Hickey and those attending. The call for vote came from the representative from Sweeney after Kelderman failed to give definitive and absolute answers to several questions from committeemen.

2. Your letter states that the vote was in Roy Pool's favor not to go AMA sanctioned. The vote was not in favor of Roy Pool nor was it against AMA. The vote decided that the Texas Circuit would not require the affiliated clubs to sanction their enduros (AMA sanction) as a requisite to affiliation with the Texas State Championship Enduro Circuit. Obviously, the decision was left with the individual clubs.

3. Your letter states that only ten of the sixty-nine of the grievances and rules that were proposed were approved. Of the sixty-nine, twenty-eight were approved by the committee to be a part of the operational guidelines for the enduros affiliated with the Circuit. Even if only ten were approved as your letter states, if there were sixty-nine presented, this would leave fifty-nine unresolved, not sixty-nine as presented

(Spokes Continued from page 3)

5. Your letter implies that the Circuit sanction fee is out of order, that the one dollar per rider Circuit fee is a contribution to Roy Pool, and that you were asked to contribute the one dollar per rider to the Circuit. In the first place, the one dollar per rider is not a sanction fee. In no way does Roy Pool, The Texas Circuit or anyone else propose to "sanction" an enduro connected with the Texas Circuit. Secondly, the one dollar would probably be out of order when one compares this expense to the things that are derived from AMA under the same circumstances. AMA hasn't given trophies five deep in each class as a result of the point summation from ten enduros nor have they sponsored an awards banquet to award the trophies. Last on this point, you weren't asked to contribute one dollar per rider to the Circuit. The committee voted the one dollar per rider and there was not one negative vote. Where were your two knowledgeable enduro riders when that vote was taken?

6. Your letter states that the Cotton Bowl National Enduro in Amarillo has withdrawn from the circuit. This is not the situation. The board of dirctors of the Amarillo Track and Trail Riders met after the Waco meeting and decided that if Kelderman and Hickey could organize the District 20 AMA Enduro Circuit, that they would pull out of the Texas Circuit. To date, the District 20 Enduro Circuit is not organized.

I could continue with the weaknesses in your letter, however, there is an additional matter to point out. Throughout your letter, you refer to the Texas State Championship Enduro Circuit as "Roy Pool's Circuit." Since the Waco meeting which your representatives obviously paid very little attention to, the Texas Circuit is a body of motorcycle clubs banded together to promote better enduros in Texas; it is not "Roy Pool's Circuit". For the lack of any other organizational body that could accomplish the enormous task that Roy has done, he (Roy) took it upon himself to put the Circuit together. I know no other club save you that did not profit from the Circuit in light of the increased entries that the Circuit promoted.

Personally, I am disappointed that the AMA district 20 enduro circuit and the Texas Circuit could not have compromised. It would be a simple thing to promote a compromise such as each individual club could AMA sanction their enduros. As the result of the vote in Waco, it is the intention of the Texas Circuit organization to leave this at the discretion of the affiliated clubs. The efforts of Roy Pool and the Texas State Championship Enduro Circnit should not have to suffer at the hands of a few unimaginative individuals.

Your manner in which you present the Texas Circuit Awards Banquet will leave no choice to the Circuit but to have it elsewhere. Indeed, the whole manner in which the Fort Hood Dirt Riders Club has presented itself is disappointing to me personally in regard to this situation. I entered the Cowhouse enduro last year and thought it was a great race. So far as this year is concerned, I will consider myself a failure if anyone I know enters your enduro. I think it would be commendable if you would soften your position in this matter and lead the way to compromise instead of leading a segregationist group.

To the betterment of motorcycling.

Jerry Bridges
Lubbock, Texas

Well this one had one that was precarious just to get down to the hard stuff. What made it no so bad at the bad stuff, a couple of the club members putting on the enduro decided that if there were going to be anyone finishing in one piece they had better help the riders over this part. So when it came time to go down these angels of mercy kept you from starting your free fall until you had your balance and the magic formula of advice for a safe trip. In case all this help failed and you were determined to crash there were a couple guys at the bottom to pick up the pieces. After getting through this bottleneck, I was really behind, so I tried to turn it on as best I could.But the rest of the enduro was routed-through tight stuff through trees, creeks, and hills of all shapes and sizes. I was blasting through some tight stuff and came to a downhill part, and thinking I could stop at any time, I took it on the fast side and immediately realized my mistake. I went from a feathering front and back brake to an all out lockup wishin' I had more. After making three or four tight turns in this fire escape-like funnel, with everything locked up, I was thinking this must be what it's like just before the end. I finally hit the bottom with just enough sand to absorb my fall to keep me from doing an "ENDO"...

What goes down must come up or something like that. Further on down this creek, out of the corner of my eye, I saw some spectators on top of the hill just ahead. I expected it was a beautiful interesting hill made just for my liking and to top it off an audience too. Well, to make a long story short, I did just fine until I had one more ledge to cross on a left hand turn. Then I turned it on too much or my traction got real good because my front end started coming up and up and over before

I could stop it. There was a couple guys standing by to help me upright my bike for the next couple feet to the top so it wasn't like a real bad wipe-out. I came in 13 minutes late at the finish line where a girl gave me a "I FINISHED 1974 BIG STUMP ENDURO" patch and a club member helped me figure up my score card, which I signed and turned in. It was a good run that I thoroughly enjoyed especially since I finished. I remember at the Cotton Bowl National in Memphis, Texas, I made it 91 miles before getting hopelessly stuck in quicksand and almost ended up spending the night with about six other guys. At the Odessa, Texas, Permian Basin Enduro a couple weeks later, my C.D.I. ignition went out on me thereby retiring me early in that. So you see, I'm still in that stage where when I finish a run, it's great and if I happen to turn in a good time I really get the big head. I wish I knew how many other guys finished this run but I never heard and didn't ask. It was probably more than half since there wasn't anything impossible to overcome.....say like Caney Creek had at their last enduro. Incidentally, I did finish that run for what it's worth. The guys and gals here at Muenster could streamline their scoring of the final results a little bit. We sure would like to get an earlier start home next year. Their hospitality was real good but when an enduro is over and after about two or three hours of unwinding and it starts getting dark, I get to itching to want to go home.

More and more of the clubs putting on enduro's are adopting the option of giving out "I FINISHED" patches. So, from now on you may as well come prepared to finish or you might wind up without a patch.

Trophies were given out to the first six riders in each class and to the Overall. This run lasted 5 hours and 20 minutes if you were on time. Only 3 protests were registered with two being resolved amiably. Some of the guys with good scores, said they could have ridden the originally planned 18 mph average and made it a more interesting enduro. I thought it was interesting enough at 15 mph. The reason for the last minute change was that it had rained earlier in the week and some ofcourse had to be changed & they were afraid that if it were ridden at 18, it would have been taking a chance on some injuries. As it was,no one reported any long lasting breaks or injuries. There were a lot of low scores turned in though so it would appear the course wasn't too hard Henry Bostick, Wendy Windrock, and Leroy Cotton came in with one minute scores and the tie breaker had to be brought in play to decide the Overall Winner. Henry Bostick with 1.40 pts. riding a 250cc Husky from Dallas, Texas, won Overall.

Womens Open:

1.	Lynette Pool	28 pts.
2.	Betty Hayes	32 "

100cc Class:

1.	Jim McCartney	5 "
2.	Joe Dixon	8 "
3.	Carlisle Langley	10"
4.	Joel Coker	10"
5.	David Dower	13"
6.	Bill Baker	13"

125cc Class:

1.	L. Cotton	1.92pts.
2.	Eddie Brasher	4 pts.
3.	Jerry Hunzeker	5 "
4.	Mike Lewis	9 "
5.	Phil Oliver	10"
6.	Jack Norton	11"

175cc Class:

1.	Windy Windrock	1.82 pts
2.	Bryan Atwood	6 pts.
3.	Phil Gandt	6 "
4.	Harley Tittle	6 "
5.	George McMahan	7 "

250cc Class:

1.	Vernon Street	3pts
2.	Roy Pool	4"
3.	S. Blankenship	5"
4.	L. Robinson	6"
5.	John Castle	6"
6.	Troy Taylor	7"

Mens Open:

1.	C.F. Powell	2pts.
2.	Kenny Ott	2"
3.	Jimmy Fojtik	4"
4.	Ron Richardson	5"
5.	Jack Henry	7"
6.	F.L. Timmons	8"

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Telephone 614/ 891-2425
Telex: 245 392

September 9, 1975

Ray Pool
704 Brownstone
Euless, TX 76039

Dear Ray,

Many thanks for your letter, which will help keep me posted on what you are doing in the Texas circuit this year. It looks like you have a good season ahead of you.

Your method of separating the abilities should work out all right, Ray. I do not see a system for rider advancement, but I may be premature in my thinking, and suspect you have a plan for that when the time comes.

Your opening paragraph tells me that you must have fallen off your scooter. I trust that you are healing, and will be ready for the National, which has already been held this past weekend. Hope you did well.

Please stay in touch, Ray, as I am sincerely interested in your Texas circuit, and want our AMA activities to fit in where they can best support both yours and our goals towards a stronger position in our chosen sport of motorcycling.

Sincerely,

Al Eames

Al Eames,
Manager
Competition Development

AE/daf

American Motorcycle Association

P.O. Box 141, Westerville, Ohio 43081

Telephone 614/ 891-2425
Telex: 245 392

July 17, 1975

Jim Hill
c/o Sportcycles of Houston
2723 Yale
Houston, TX 77008

Dear Jim,

My apologies for not responding sooner, but I got involved in many projects, and then suddenly recalled our discussion, so I polled some people more knowledgeable than I, and they have enlightened me, and supported your interpretation of the tiebreaker rule at the emergency check.

The rulebook is not clear, in that it indicates how to read the seconds, but not the minute. The implication is to read the minutes first, I suppose, and that would be correct.

The first determination would be that a tie does in fact exist. You would than go to this emergency check, and determine which rider was closest to "his minute". If there was a difference between the riders, so that they did not lose the same number of points (minutes), then the rider closest to his minute is the winner. If they both lost the same number of points, or minutes, then the seconds would have to be used, and the rulebook states how it is determined. The exception to what I have just said would, in my opinion, be if one rider was one minute early, and he tied with a rider who was two minutes late. The early rider would have to be considered to be closer to "his minute" than the late rider.

Let's hope we can avoid using this rule too often, but I certainly appreciate our discussion about it. It has helped me, and I hope it will clear up any doubt in your mind.

I certainly appreciate your interest, Jim, and I look forward to a much better association with all you riders in Texas in the future. We all need the exchange of ideas and ideals if we are ever to improve our sport, and I see a lot of good things happening in the great state of Texas.

Sincerely,

Al Eames

Al Eames
Manager
Competition Development

AE/daf

cc: Ray Pool

Cycle News Central
P. O. Box 13245
Austin, TX. 78711

SUBJECT: Results and Information concerning
Texas State Championship Enduro Circuit

Gentlemen:

I sent you a duplicate copy of the enclose material for publication in this week's Cycle News Central but when I received my copy, I could find nothing about the publication I had mailed to you.

I have been mailing information for publication to you Box 13245 or 1118 W. 6th St.

So, cannot understand why you have not been getting them. But will try again!

Thanks

Roy E. Pool
&
Lynett Pool
704 Brownstone St.
Euless, TX 76039

- ACTION LINE - 1/28/75

"LETTERS TO THE CHAIRMAN"
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

Mailing Address: c/o Roy Pool, 704 Brownstone, Euless 76039
or P. O. Box 25, Childress 79201

Address any questions, comments, etc. to me in care of this column and I will be glad to try and answer them!

1. PLEASE FORWARD ENTRY BLANKS FOR ALL THE CIRCUIT ENDUROES AND HOW DO I GET ON THE OFFICIAL MAILING LISTS OF THE CIRCUIT CLUBS?

Jerry R. Stewart Palestine, TX

I do not have entry blanks for anyone other than myself (and sometimes not even then); therefore, it will be necessary for you to write to the clubs directly and request entry blanks. After you have once entered one of the circuit enduroes, your address is a matter of record of the clubs and forwarded to me for the circuit mailing list. You should, therefore, be on each club's list that you enter this year for next year's mailing.

- -

2. I LIVE IN THE STATE OF OKLAHOMA BUT I RIDE SEVERAL OF THE TEXAS ENDUROES? WHY CAN'T I GET CIRCUIT POINTS TOO?

Robert Daniel Midwest City, OK

First of all, we welcome out-of-state riders to any and all of our state enduroes however, since this is a Texas State Championship series, it would not be logical for out-of-state riders to be able to compete for circuit points nor would it be fair to Texas riders. (Maybe someday, we can combine with other circuits, and become the Southwest Circuit for several states to compete)

- -

3. WE WANT TO EXPRESS OUR THANKS AND TO SAY THAT THE AWARDS BANQUET WAS A GREAT EVENT TO US. THE GULF COAST TRAILRIDERS WERE VERY NICE AND THE AWARDS WERE OUTSTANDING. WE HOPE YOU KNOW HOW MUCH WE APPRECIATE THE CIRCUIT. AGAIN THANKS!

Your friends,
The Davis Enduro Team, Irving TX
Mike, Bill, Perry and Diana and all our friends

This makes it all worthwhile.

- -

4. "I can't get over the great job the club's are doing with this year's ENDUROES. IT SEEMS AS THOUGH EACH CLUB IS TRYING TO OUTDO THE NEXT IN THE RACE FOR THE "BEST ENDURO OF THE YEAR" TROPHY."

Gary Miller Corpus Christi, TX

- -

5. HOW CAN I FIND OUT WHAT MY CURRENT POINTS ARE IN THE CIRCUIT?

Tony Cox Waco, TX

- -

6. PROTEST: AT A RECENT ENDURO, THE SCORING AT CK. PT. #1 WAS NOT DONE ACCORDING TO RULE #8 OF TSCEC RULES. I PROTESTED TO THE CK PT OFFICIAL AND TO THE RACE CAPTAIN - BUT TO NO AVAIL. I ALSO FILED MY PROTEST WITH THE CIRCUIT. THERE IS NO DISPUTE BETWEEN ME AND THE CK.PT. OFFICIALS REGARDING THE FACTS - WHICH WERE AS FOLLOWS: I ARRIVED AT CK. PT #1 ON TIME. THERE WAS A LINE OF RIDERS THAT I WOULD ESTIMATE TO BE BETWEEN

6 AND 8 AHEAD OF ME. WHEN I FINALLY ARRIVED AT THE CHECKER, MY NUMBER HAD JUST FLIPPED. THERE WAS A DISCUSSION BETWEEN PEOPLE WORKING THE CHECK AS TO WHAT NUMBER I WOULD RECEIVE. IT WAS RESOLVED THAT MY TIME WOULD BE TAKEN WHEN I CROSSED THE CHECKPOINT PROPER. THIS DECISION IS AT VARIANCE WITH RULE 8 AND ALSO COST ME 1st PLACE IN MY CLASS.
I AM NOT A TOP QUALITY RIDER AND THIS DECISION WILL HAVE LITTLE TO DO WITH MY OVERALL CIRCUIT STANDING. BUT, AS A MATTER OF CONSISTENCY AND FAIRNESS, I FEEL THAT CLUBS PARTICIPATING IN THE CIRCUIT SHOULD, AT A MINIMUM, ADHERE TO THE SCORING RULES. . . . .

William C. Baker Houston, TX

This matter was turned over to me by Bill and hopefully will be resolved shortly by the members of the protest committee as soon as we can get together. There is a definite problem here and the clubs have recognized that the problem exists. We know there is a problem but so far, no one has been able to come up with a workable solution. It will be discussed at the summer organization meeting.

Bill, I goofed, forgot to include the answer for #5 question. So when you redo this for the column, be sure to include the answer with the question.

Answer to #5:

We have the official results of each race and current circuit standings and points in a book available for you to see at every enduro. It is usually on the desk at or near the registration desk. I will be glad also to send you the current standings for your class and Overall if you will send me a self-addressed and stamped envelope.

3-11-75

ACTION LINE - LETTERS TO THE CHAIRMAN
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
Roy E. Pool, Chairman, 704 Brownstone St., Euless, TX 76039

- -

1. MR. POOL, YOUR NAME WAS GIVEN TO ME BY RAY LEATHERWOOD OF THE TEXAS ENDO WE IN COLORADO ARE INTERESTED IN STARTING AN ENDURO ASSOCIATION AND HAVE BEEN TOLD THAT TEXAS HAS A VERY SUCCESSFUL ONE. THE PURPOSE OF THIS NOTE IS TO GET INFORMATION ABOUT SETTING UP AN ENDURO ASSOCIATION AND WHAT IS INVOLED TO HAVE A SUCCESSFUL ONE. WE WOULD ALSO LIKE TO HAVE A COPY OF YOUR RULE BOOK AND BY LAWS IF THEY ARE AVAILABLE. ANY HELP YOU CAN PROVIDE US WILL BE APPRECIATED.

Sincerely yours, Gene Garnnet
Denver, CO

Enclosed is everything we have concerning how our circuit was started - we wish you much success with yours and any help we can provide - we will be glad to do.

- -

2. (Letter was received by J. R. Horne, Penton Central, Amarillo)
DEAR MR. HORNE, I WOULD LIKE TO APOLOGIZE FOR NOT CONTACTING YOU SOONER TO THANK YOU FOR THE SUPER GIFT CERTIFICATE YOU HAD DELIVERED TO ME AT THE SWEENY ENDURO (for winning Overall, high point Penton rider). I CAN'T TELL YOU HOW MUCH I REALLY APPRECIATED IT. THE WIN ALONE WAS REALLY SOMETHING, BUT YOUR GIFT REALLY TOPPED IT OFF. AGAIN, THANK YOU VERY MUCH.

Yours truly, Glen R. McAdams
Corsicana, TX

J. R. forwarded this note to me with the note at the bottom "very nice for him to write". And I agree, this was a very thoughtful thing for Glen to do. I also think that each rider in the circuit should write or tell his area dealer that are backing the T.S.C. that we really do appreciate them all - Penton Central, all Texas Penton dealers, Cycle Shack of Houston, Wierd Willie's (Conroe), Sports Cycles of Houston, Clear Lake Cycles (Houston), Cycle Sport Bultaco (Houston), all area Dallas-Ft. Worth Yamaha dealers supporting the T.S.C.

- -

3. ROY, I THINK YOU HAVE MADE A 16 POINT ERROR IN MY SCORE. WHAT CAN YOU DO ABOUT IT?

Jim McCartney

I checked the records and you are right - there was a 16 pt. error - it has been corrected. I hope that any rider that feels there has been a mistake made will contact me about it so we can check it out.

- -

4. ROY I DON'T CARE HOW THE TIE BREAKERS ARE DONE, BUT THEY SHOULD ALL BE CONSISTENT BY ALL CIRCUIT CLUBS. HOW CAN WE GET THIS INTO THE FORM OF A RULE OR SOMETHING?

Sincerely, Henry Bostick, Dallas

Send me a letter so I will have something in writing to present to the clubs at the annual meeting of all clubs representing the circuit in June or July of this year.

- -

5. ROY, I WONDER WHY YOU HAVEN'T RECEIVED MORE QUESTIONS VIA THIS COLUMN?

Lynett Pool

Guess the circuit must be almost perfect - no one needs to question anything (ha-ha) - - I wish!!!

Roy

Bill Thomas MOTORCYCLES INC.

Sent copies 2/20

1/31/75

Dear Mr. Pool,

Your name was given to me by Ray Featherwood of the Texas Enduro. We in Colorado are interested in starting an Enduro Association and have been told that Texas has a very successful one. The purpose of this note is to get information about setting up an enduro association, and what is involved to have a successful one. Also we would like to obtain a copy of your rule book and

1452 Poplar St. at Colfax • Denver, Colorado 80220 • Phone 303 322-3156

Bill Thomas MOTORCYCLES INC.

(2)

boy laws if they are available.

We would appreciate any help at all that you may be able to provide.

Sincerely yours,

Gene Gammel

1452 Poplar St. at Colfax • Denver, Colorado 80220 • Phone 303 322-3156

Lyndon Holcomb
2723 Yale
Houston, Texas 77008

Roy E. Pool
704 Brownstone St.
Euless, Texas 76039

Dear Roy,

I would like on behalf of Texas Gulf Coast to propose the following:

1. Additional clocks should be bought by the circuit and only circuit clocks shall be used at the start and at checkpoints. No clock shall be used at more than one checkpoint.

2. The time basis or "master clock" for setting the clocks shall be WWV.

3. After the enduro and before trophy presentation the clocks along with the key time for each clock shall be displayed for any competitor and the protest committe to observe.

4. Gas cans shall be numbered by the rider with his riding number and the sponsoring club shall group the gas cans by number at the gas stop as follows: 1- 10, 11- 20, 21- 30, 31- 40, and etc.

5. The rider's number must be clearly visible on the front of his motorcycle with a minimum of 3" letters, and clearly visible on the back of his helmet with a minimum of 2" letters.

OK 6. Sponsoring clubs shall clarify if deadlines for entries are postmark date or date received by the club.

Also, I think the following should be clarified or elaborated upon.

1. Rule # 20 page 3 of 75-76 Guideline Handbook.

2. The manner in which women move from B to A class should be re-evaluated.

I do not see how rules concerning the following could be made, but would like for the assembled clubs to be encouraged to intelligently place their enduro checkpoints so as to penalize riders who " carry hot points ".

Also, to discourage breaking the speed limit on public roads those clubs who must use roads might consider " giving mileage " to riders as a means ot get the riders back on time rather than having the riders going fullbore down public roads.

And finally, if the women and/or "C" men riders ride a considerably shortened version of the course, reduced entry fees should be considered.

Sincerely,

Lyndon Holcomb

Penton Central, Inc.

Central U. S. Distributor of Penton Sportcycles

P. O. Box 2327 • AMARILLO, TEXAS 79105

PHONE 806-373-1051

DEALER NO. P365

July 17 1975

Mr Roy Pool
704 Brownstone
Euless Texas, 76039

Dear Roy:

Thank you very much for your letter of appreciation on our participation in the activities of the Texas State Enduro Circuit for the 74-75 season.

The Texas Penton dealers and Penton Central will participate in the following manner for the 75-76 circuit;

For each event;

Overall High Point Penton Rider: $50.00 Gift Certificate.

100 cc class: High Point Penton Rider: $20.00 Gift Certificate.

125 CC class: High Point Penton Rider: $20.00 Gift Certificate.

175 cc class: High Point Penton Rider: $20.00 Gift Certificate.

250 cc class: High Point Penton Rider: $20.00 Gift Certificate.

Open Class: High Point Penton Rider: $20.00 Gift Certificate.

Sr Men Class 20.00 " "

Powder Puff "A" Winner, $10.00 Gift Certificate, regardless of BRAND

Powder Puff "B" Winner, $10.00 Gift Certificate, regardless of Brand

PLUS: SERIES OVER ALL WINNER, REGARDLESS OF BRAND, ONE BRAND NEW PENTON ENDURO BIKE FOR USE DURING THE 1976-77 SEASON. WINNER CAN SELECT THE SIZE HE LIKES.

I just talked to John Penton and at the present time he thinks he can make the "Awards Night" on Sept 6 and ride the Enduro on Sept 7. This is the same day as the Cordoroy National in Canada and he has made plans to ride it but feels that his trip to Texas might be of more importance.

Please rush me the complete result sheets we discussed. I want to run a add on the success the PENTON RIDERS had during the 74-75 season.

Best Regards,

J. Lane

Penton Central, Inc.

Central U. S. Distributor of Penton Sportcycles

P. O. Box 2327 • AMARILLO, TEXAS 79105

PHONE 806-373-1051

DEALER NO. P365

July 18 1974

Mr Roy Pool
704 Brownstone
Euless Texas
76039

Dear Roy:

Thanks for dealing us in on the 74-75 T.C.E.C.

Penton Central will give $100.00 (Retail) gift certificates to the HiPoint Penton Rider at each of these 14(?) events.

I realize that this will put some extra work on someone, but if you can forward me the official results of each event, I will get the gift certificte to the winner. However, I think it would be nicer if the promoter could pass out the certificate along with the trophies.

It would be possible for one rider to wind up with $1400 worth of certificates at the end of the season. This would make a good down payment on our so called HIGH PRICED bike.

Besides the above $1400.00, the attached $500.00 is to be used by the association to defray any expenses incurred, such as postage, award banquets, etc. Use it at your own discretion.

We would also donate rt markers (sample enclosed) to any of the promoting clubs that would care to use them.

I want to take this opportunity to personally thank you for the excellent job you are doing. Enduro riding in the State of Texas would probably be at a stand still if wasent for you.

Best regards to you and Lynette, I remain,

Yours truly,

J.R. Horne., Mgr.

1974 - 1975 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

CONTINGENCY PRIZES

*$250 Gift Certificate to High Point Overall Rider on a PENTON for season	Donated by: Cycle Shack of Houston
*$250 Gift Certificate to High Point Overall Rider on a HUSQVARNA for season	Donated by: Cycle Shack of Houston
*$250 Gift Certificate to High Point Overall Rider on a YAMAHA for season	Donated by: "Wierd Willie's" Conroe Cycle Center
*$150 Gift Certificate to High Point Overall Rider on a HODAKA for season	Donated by: Cycle Shack of Houston & Sports Cycles of Houston & Clear Lake Cycles
*** $ 10 Gift Certificate to 1st place winner in Women's Open at <u>each</u> of 13 circuit enduros (do not have to be Penton-mounted)	Donated by: Texas Penton Dealers
*$ 50 CASH to 1st place winner in Women's Open for season (do not have to be Penton-mounted)	Donated by: Texas Penton Dealers
*** $100 Gift Certificate to High Point PENTON Rider at <u>each</u> of 13 Circuit Enduros for season	Donated by: Texas Penton Dealers
*$250 Cash for Overall Winner in Women's Open for season (do not have to be Penton-mounted)	Donated by: Texas Penton Dealers
* <u>175cc YAMAHA MOTORCYCLE AWARDED TO SEASON OVERALL WINNER</u>	Donated by: Arlington Yamaha (Arlington) Big 'D' Yamaha (Dallas) Bill's Yamaha (Grapevine) Carter's Yamaha (Dallas) Cow Town Yamaha (Ft. Worth) Yamaha of Texas (Ft. Worth) Yamaha West (Ft. Worth) Knowles Cycles (Irving)

** Gift Certificates good at any Texas Penton Dealer

*MUST BE RESIDENT OF STATE OF TEXAS TO BE ELIGIBLE

Penton Central, Inc.

Central U. S. Distributor of Penton Sportcycles

P. O. Box 2327 • AMARILLO, TEXAS 79105

PHONE 806-373-1051

DEALER NO. P365

August 14 1974

Dear Roy:

Shipped your spare parts to Greenhill to-day.....

Just talked to Lorain and John Penton is not returning from Europe untill after the 22 nd of September.

About the only other alternative I would have to offer would be the 73 ISDT color film made in Mass last year. I have not seen the film as yet but understand that it is real good. If this would be of any value, make arrangements for 16mm sound projector and screen and I will bring film along.

Your schedule and awards poster is terrefic!!!!

Would you please send me a couple of these extra so that I can forward them on to my people in Ohio.

Thanks a Million, see you down the trail....

J.R.Horne.

April 30, 1975

RE: Summer Organizational Meeting
for participating clubs

Gentlemen:

The summer organizational meeting of the Texas State Enduro Circuit will be held on June 8, 1975, a Sunday, at the Western Hills Inn in Euless, Texas. It is located on the corner of Highways 183 and 157. Rooms will be available at the rate of single - $10, double - $14. The Inn is approximately eight miles from the new D/FW Airport and the motel has limosine service available. The Inn is also approximately six miles north of the Six Flags amusement park in case your family desires to come.

The meeting will begin promptly at 9:00 A.M. Sunday and will adjourn for a buffet luncheon at 12:00 noon. We will resume at 1:00 P.M. and hope to have our business completed no later than 4:00 P.M. Upon your arrival, check at the desk for directions to the meeting room.

It is imperative that each club forward to me the following information as soon as possible and no later than June 1:

1. The names of the two representatives that will be attending the meeting representing your club and have authority to speak for your club in matters concerning the circuit

2. Three dates for your club's enduro listing a first choice, second choice and third choice (each club should be prepared to change their date in case two enduroes fall on the same date)

3. An agenda will be prepared for the meeting and anything your club desires to have discussed must be sent to me in order for me to have the agenda printed in time for the meeting

The month of September is filled. The Odessa Permian Basin riders will be hosting the Awards Banquet in conjunction with their enduro September 6/7. The Rockne Enduro will be held September 14. September 28 is the Houston TRH annual Caney Creek Enduro.

Also no enduroes should be scheduled in the months of July or August.

If you have any questions, please contact me as soon as possible. We are looking forward to seeing you all at the meeting and hope our third year will be as successful as the first two years have been. The fame of the Texas State Enduro Circuit is growing. I have forwarded all the information I have available to interested people in Michigan, Colorado and as some of you know, was instrumental in helping the Blackjack Enduro Circuit for Oklahoma, Kansas, Arkansas to get started and they are in their first year now. Missouri has also indicated an interest in the possibility of a circuit in their state. So, we are a success in more ways than one and I would like to congratulate each and everyone of you for helping our Circuit acquire it's reputation.

Sincerely yours,

Roy E. Pool
704 Brownstone St.
Euless, TX 76039
817-267-5078

cc: Mr. Wayne Williams
Permian Basin Dirt Riders
2220 Hanley
Odessa, TX 79762

Mr. James Powers
Gulf Coast Enduro Club
2009 5th Street
Port Neches, TX 77651

Mr. C. F. Powell
Sidewinder's Enduro
Rt 8, Box 460
San Antonio, TX 78228

Mr. Troy Taylor/Mr. Jimmy Fotjik
1410 Newton
Austin, TX 78704

Mr. Charles Biggs
Sweeny Enduro Club
Drawer 127
Sweeny, TX 77480

Mr. Wiley Evans
Cistern Enduro
1706 A Rock Bridges Terrace
Austin, TX 78741

Mr. Bruce Rose
Trailblazers Enduro
8604 Calmont
Ft. Worth, TX 76102

Mr. Cecil Jones
Cinco de Mayo Enduro
2209 North 17th
McAllen, TX 78501

Mr. Jerry Chitsey
Concho Enduro
3617 Old Post Rd.
San Angelo, TX 76901

Mr. Bill Hughes
Lubbock "Post" Enduro
Rt. 1, Box 242 H
Lubbock, TX 79401

Mr. Robert Cardner
TRH Enduro
1803 La Monte Lane
Houston, TX 77018

Mr. Stan Walker
1915 Roman Forest
New Caney, TX 77357

Mr. Seym Carson
Et Cetra Enduro
7603 Twin Hills Dr.
Houston, TX 77071

Mr. Charles Williams
Track & Trail Sport Riders Asso.
P.O. Box 9251
Amarillo, TX 79105

Stump Jumper's M/c club
Jeff Ingwalf
P.O. Box 132
Euless, TX 76039

1·26·75

ROY ——

ENCLOSED IS YOUR CHECK FOR $5.00 FOR TRH NEWS SUBSCRIPTION. WE HAVE UPDATED OUR MAILING LIST FOR CLUBS AND ARE GOING T SEND YOU THE TRH NEWS FREE OF CHARGE BECAUSE OF YOUR INVOLVEMENT WITH THE T.S.E.C CIRCUIT.

KEEP UP THE GOOD WORK ON THE CIRCUIT. A LOT OF PEOPLE IN TRH (INCLUDING MYSELF) ARE COMPETING IN THE CIRCUIT AND YOU CAN CONTINUE TO COUNT ON TRH SUPPORT.

SINCERELY,

JOHN COTTERELL

TREASURER, TRH

SPEED LETTER®

FROM

Roy E. Pool
704 Brownstone
Burleson, Texas 76039

TO

GULF COAST MOTORCYCLE NEWS
5703 BRIDLINGTON
HOUSTON, TEXAS 77045

SUBJECT

No. 9 & 10 FOLD

MESSAGE DATE March 19, 19 74

Hi Roy!

Have been receiving inquiries about Enduro Circuit. Also need information about Permian Basin MC 2/14/74, also the one comming up on 3/24/74 Muenster Jaycees, also point standing. Deadline is Friday, March 29. Please hurry....

No. 9 FOLD

No. 10 FOLD

SIGNED Johnny Navarro

REPLY DATE 19

No. 9 & 10 FOLD

SIGNED

RETAIN WHITE COPY. RETURN PINK COPY. TURN OVER FOR USE WITH WINDOW ENVELOPE.

5216 Jean
Amarillo, Texas 79109

Mr. Roy Poinset
1400 Mercantile Bank Building
Dallas, Texas 75201

Dear Roy,

Attached per our conversation is a copy of the MIC model noise bill submitted by the Texas Motorcycle Dealers Association as a substitute for HB-311 by Al Brown.

I understand that the MIC bill has been introduced and referred to the committee. I'll give you the details on this by telephone as soon as I have them. Section 3(c) is my main point of concern in the proposed bill.

Yours truly,

Bob

Bob Brownlee

Attachment

cc: Leland Dennis
7117 Chipperton
Dallas, Texas 75225

Roy Pool
704 Brownstone
Euless, Texas 76039

Filed by Brown

for H.

A BILL TO BE ENTITLED
AN ACT

regulating noise produced by motorcycles; providing penalties; and declaring

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

Section 1. In this Act:

(a) "Motorcycle" means a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground.

(b) "Racing motorcycle" means a motorcycle intended by the manfacturer to be operated at facilities used for racing events, or a motorcycle which has been modified by the owner to be operated at facilities used for racing events.

(c) "MIC/E-76" means the Motorcycle Industry Council Test Procedure MIC/E-76 "Stationary Sound Levels for Motorcycles".

(d) "SAE J331a" means the Society of Automotive Engineers Recommended Practice J331a- "Sound Levels for Motorcycles".

(e) "Nuisance for the purpose of this Act" means any noise which is injurious to health, or is indecent or offensive to the senses.

Section 2. NEW MOTORCYCLE SOUND LEVEL LIMITS.

(a) No person shall sell or offer for sale for use upon the public highways a new motorcycle which exceeds the following levels as measured by SAE J331a, as amended. At the state's request a manufacturer shall provide to the state a list of its current models which meet the following levels. ? When? New- with after market equip?

Date of Manufacture	Level
Prior to January 1, 1970	92 dBA
On and after January 1, 1970	88 dBA
On and after January 1, 1973	86 dBA
On and after January 1, 1975	83 dBA

(b) No person shall sell or offer for sale for use off the public highways a new motorcycle, except a racing motorcycle, which exceeds the following levels as measured by the indicated test procedure. The manufacturer shall label each such motorcycle to indicate that it is not intended for use on the public highways. At the state's request a manufacturer shall provide to the state a list of its current models which meet the following levels.

Date of Manufacture	Level	Test Procedure
On and after January 1, 1972	92 dBA	SAE J331a, as amended
On and after January 1, 1973	88 dBA	SAE J331a, as amended
On and after January 1, 1975	86 dBA	SAE J331a, as amended

(c) It is the intention of this state not to regulate racing motorcycle noi... The manufacturer shall label each racing motorcycle to indicate that it is inten... for competition or racing use.

(d) It is the intent of this state to adopt standards indentical to those promulga... by the United States Environmental Protection Agency when that agency promulgates standards for motorcycles pursuant to the Federal Noise Control Act of 1972. (P.L. 92-574). ?

Section 3. IN USE MOTORCYCLE SOUND LEVEL LIMITS.

(a) Every motorcycle, except a racing motorcycle, shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cut-out, bypass, or similar device. Good

(b) No person shall modify the exhaust system of a motorcycle in a manner which will amplify or increase the noise emitted by the vehicle above that permitted for that vehicle on the date of manufacture of that motorcycle. No person shall operate a motorcycle with an exhaust system so modified. - After market equip.

(c) No person shall operate a motorcycle upon the public highways at any time or under any condition of grade, load, acceleration or deceleration in such a manner as to exceed 82 dBA on roads with speed limits of 35 mph or less and 86 dBA on roads with speed limits of more than 35 mph measured from a point 50 feet or greater from the center line of travel. Enduro's ?

(d) No person shall operate a motorcycle off the public highways at any time that exceeds 105 dBA as tested at 20 inches by MIC/E-76. A racing motorcycle when operated at a facility used for racing events may exceed the noise levels specified in this paragraph. He'll never buy this.

(e) No person shall operate a racing motorcycle except at a facility used for racing events, even if it meets sound limits. A local jurisdiction may, by permit authorizing a specific competition event, except a person from this restriction for that specific event.

(f) Notwithstanding paragraphs (B), (D), and (E) of this Section, a person may operate any motorcycle upon his own real property, provided that such operation does not create a nuisance. ok

(g) Notwithstanding any other provision of this Section, a person may not operate any motorcycle so as to create a nuisance. ok

Section 4. PENALTY

Violation of any act established in this bill will be subject to a Class C misdemeanor.

Section 5. The importance of this legislation and the crowded condition of the calendars in both houses create an emergency and an imperative public necessity that

the constitutional rule requiring bills to be read on three several days in each house be suspended, and this rule is hereby suspended.

Filed by Brown

for H.

A BILL TO BE ENTITLED
AN ACT

regulating noise produced by motorcycles; providing penalties; and declaring

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

Section 1. In this Act:

(a) "Motorcycle" means a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground.

(b) "Racing motorcycle" means a motorcycle intended by the manufacturer to be operated at facilities used for racing events, or a motorcycle which has been modified by the owner to be operated at facilities used for racing events.

(c) "MIC/E-76" means the Motorcycle Industry Council Test Procedure MIC/E-76 "Stationary Sound Levels for Motorcycles".

(d) "SAE J331a" means the Society of Automotive Engineers Recommended Practice J331a- "Sound Levels for Motorcycles".

(e) "Nuisance for the purpose of this Act" means any noise which is injurious to health, or is indecent or offensive to the senses.

Section 2. NEW MOTORCYCLE SOUND LEVEL LIMITS.

(a) No person shall sell or offer for sale for use upon the public highways a new motorcycle which exceeds the following levels as measured by SAE J331a, as amended. At the state's request a manufacturer shall provide to the state a list of its current models which meet the following levels. ? When? New - with after market equip?

Date of Manufacture	Level
Prior to January 1, 1970	92 dBA
On and after January 1, 1970	88 dBA
On and after January 1, 1973	86 dBA
On and after January 1, 1975	83 dBA

(b) No person shall sell or offer for sale for use off the public highways a new motorcycle, except a racing motorcycle, which exceeds the following levels as measured by the indicated test procedure. The manufacturer shall label each such motorcycle to indicate that it is not intended for use on the public highways. At the state's request a manufacturer shall provide to the state a list of its current models which meet the following levels.

Date of Manufacture	Level	Test Procedure
On and after January 1, 1972	92 dBA	SAE J331a, as amended
On and after January 1, 1973	88 dBA	SAE J331a, as amended
On and after January 1, 1975	83 dBA	SAE J331a, as amended

(c) It is the intention of this state not to regulate racing motorcycle noi... The manufacturer shall label each racing motorcycle to indicate that it is inten... for competition or racing use.

(d) It is the intent of this state to adopt standards indentical to those promulga... by the United States Environmental Protection Agency when that agency promulgates standards for motorcycles pursuant to the Federal Noise Control Act of 1972. (P.L. 92-574) ?

Section 3. IN USE MOTORCYCLE SOUND LEVEL LIMITS.

(a) Every motorcycle, except a racing motorcycle, shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cut-out, bypass, or similar device. Good

(b) No person shall modify the exhaust system of a motorcycle in a manner which will amplify or increase the noise emitted by the vehicle above that permitted for that vehicle on the date of manufacture of that motorcycle. No person shall operate a motorcycle with an exhaust system so modified. - After market equip.

(c) No person shall operate a motorcycle upon the public highways at any time or under any condition of grade, load, acceleration or deceleration in such a manner as to exceed 82 dBA on roads with speed limits of 35 mph or less and 86 dBA on roads with speed limits of more than 35 mph measured from a point 50 feet or greater from the center line of travel. Endorse's ?

(d) No person shall operate a motorcycle off the public highways at any time that exceeds 105 dBA as tested at 20 inches by MIC/E-76. A racing motorcycle when operated at a facility used for racing events may exceed the noise levels specified in this paragraph. He'll never buy this.

(e) No person shall operate a racing motorcycle except at a facility used for racing events. even if it meets sound limits. A local jurisdiction may, by permit authorizing a specific competition event, except a person from this restriction for that specific event.

(f) Notwithstanding paragraphs (B), (D), and (E) of this Section, a person may operate any motorcycle upon his own real property, provided that such operation does not create a nuisance. ok

(g) Notwithstanding any other provision of this Section, a person may not operate any motorcycle so as to create a nuisance. ok

Section 4. PENALTY

Violation of any act established in this bill will be subject to a Class C misdemeanor.

Section 5. The importance of this legislation and the crowded condition of the calendars in both houses create an emergency and an imperative public necessity that

the constitutional rule requiring bills to be read on three several days in each house be suspended, and this rule is hereby suspended.

KLBK radio 1340
GRAYSON ENTERPRISES, INC. • 7400 UNIVERSITY AVE., LUBBOCK, TEXAS 79408 • PHONE 806 744-2345

October 8, 1976

Mr. Roy Pool
704 Brownstone St.
Euless, Texas 76039

Dear Roy,

Thank you for the check, it is greatly appreciated.

It was an honor for me to MC the awards banquet. I have made a lot of treasured friendships thru the circuit. It's always enjoyable to meet these people and talk about motorcycling.

I will be looking forward to next years banquet with great expectations. It's very important to me that the next one be the best ever. I will do everything in my power to see that it is.

Thanks again for the check.

Respectfully Yours

Chuck Spaugh

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1975-1976

First of all, I would like to thank all the hundreds of people that wrote letters or telephoned asking about my condition after I separated my shoulder during the Thurber "Ghost Town" Enduro June 23rd. The doctor tells me that he is very pleased with the progress I have made. I have regained most of my movements now and hope to be in top shape for the 1975-76 season's first enduro to be hosted by the Permian Basin Dirt Riders Club of Odessa, September 7.

The T.S.C. second annual awards banquet will be held September 6 at Crane, Texas and hosted by the Odessa enduro club. Thiswill be on Saturday night before the Odessa "West Texas 100 National Enduro". I am looking forward to seeing each of you at the banquest to see the T.S.C. give trophies to the "Top Ten" riders in each class and our Overall winners. If you did not place in the top ten of your class - come anyway to see what you may win next year if you place in the top ten of your class.

The banquet will begin at 7:00 and the awards presentation will begin at 8:00 P.M. The entry blanks for the enduro the next day have already been mailed out and there is a place for you to make note of how many tickets or reservations you will want for you an your wife or husband and family. Tickets are $3.50 per plate and the dress is casual. If you don't plan to eat but would like to attend the awards presentation - - just come a little before 8:00. This is one of the biggest events of the year for your T.S.C., so don't miss out on it! I personally want to see every enduro rider participating in the T.S.C. to attend if for no other reason than to show your support to the Texas State Championship Enduro Circuit!!

Several changes and amendments have been made to your 1975-1976 guideline handbook of rules for the T.S.C. One change I know the women in the state will approve of is that beginning September 7, there is an "A" and "B" class for women.

At the end of the '75-'76 season, the top 50% up to the top 20 men riders in each class will be classified as "A" riders and all others will be classified "B" riders. The "A" and "B" class for men will begin with the start of the season in September, 1976. The reason that we did not establish and have an "A" and "B" class for the men's classes for the '75-'76 season is because I felt each rider should know exactly what the determination is for being an "A" or "B" class rider in advance rather than mr or the circuit committee simple making a choice of who will be an "A" rider and who will be a "B" rider. I did not feel this would be fair to you - the rider. I want you to determine by your ability in the coming season to determine which class you belong in and this will be done and will be decided by you and by where you place at the end of the season this year.

Beginning this September 7, 1975, we have a new class established, The Sr. Men "Over 45" class. I hope all of you men over 45 years of age will participate in this class and make it a good competitive class. There was much opposition and discussion concerning this class. The club representatives are not completely convinced that there are enough men over 45 that will support the class. It will be up to you men over 45

to make this class a success - - so if you haven't been entering the circuit enduros because you did not want to have to compete against the younger men - well, here is your chance to compete on your own level.

The class "A" and "B" for the younger men's classes and the new Sr. Men's over 45 class are just two of the ways we are striving to improve the circuit each year. I believe we have had an excellent beginning for the first two years of the circuit and I hope that it will continue to improve and grow over the next several years to come. We have a mailing list of over 2200 names for the first two years. So, you can see there is a great deal of interest in the circuit. I have a tenative five-year plan for the circuit with the hope of further improvements each season. For instance, after the "A" and "B" classes become established and if they prove to be successful, then in a couple of years or whenever it becomes necessary to create new interest, we will establish a "C" class for novice or beginners. As long as I have your support for the T.S.C., we will continue to improve and grow as the need arises. I welcome any ideas or comments you have at any time!

Now comes the part of this job as Chairman that I do not like but it is necessary. As you know, we had a Protest Committee last year and we had to press them into service on several occassions. It was and is unfortunate any time the Protest Committee has to be called upon to make a decision as to whether or not an enduro is up to the standards the T.S.C. has set forth. Although the circuit had three races voted out last season, two of the sponsors honored their committment to the riders and the T.S.C. by sending out results and forwarding their checks to the T.S.C. for the $1.00 per entry fee they agreed to collect for the circuit. The following is a portion of a Registered letter I had to send to Stan Walker: (letter was dated July 9, 1975)

"Stan, I regret having to write this letter but I think I have given you all the time that you need to square things with the Texas State Circuit. If I don't have a Cashier's Check in the amount of $234.00 by July 21, I will turn this $234.00 personal check (that was returned twice for insufficient funds) over to the D.A. for collection and I will see that you are not permitted to enter a T.S.C. enduro. Also, when I send out the information on next season's schedule, etc., to the 2,000 enduro riders in the state, I will advise them that you collected a $1.00 fee from 234 riders in the East Texas Enduro under false pretenses because you did not forward it to the Circuit Fund as you had agreed to do.

. . . . The Texas State Circuit is enjoying success today because I have done everything that I promised to do. I believe in the honor system and I also believe that when a man says he will do something - then his honesty is on the line if he doesn't live up to an agreement. This is the way the Circuit is being run and I expect the clubs to run their events in the same way or else suffer the consequences . . . "

I sent the letter to Stan "Registered" with "Return Receipt Requested". As of this date, August, 1975, I have heard nothing further from Stan.

Roy Pool
704 Brownstone
Euless, TX 76039
817-267-5078

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

December 24, 1976

TO: See Attached Distribution List (all clubs)

Gentlemen:

Enclosed is recent correspondence and phone conversations I have had with certain members of the Big Bend Biker's Association, Barrick Watts and Glen Pepper.

There is a serious problem concerning the upcoming "Terlingua Enduro" and I need your input as to how this situation should be handled.

1. The Big Bend Biker's Association, hereafter referred to as B.B.B.A., under the direction of Barrick Watts and Glen Pepper, sponsored a qualifying event in January, 1976. They appeared at the annual summer meeting as representatives for the B.B.B.A. to ask for sanction by the T.S.C. T.S.C. voted to accept the B.B.B.A. into the Circuit to sponsor an enduro on February 13, 1977.

2. A request for an official T.S.C. mailing list was received from Barrick Watts during the Lubbock Post Enduro in November, 1976. The list was sent to him and a check was received in payment.

3. On approximately November 15, Mr. Merritt Hopson representing the B.B.B.A. telephoned and talked with Lynett. He said he was now president of the club and they were trying to arrange for some financing for their February event and needed the T.S.C. to send them a letter confirming their sanctioning of this event. We complied with this request (see letter attached).

4. On approximately November 20, I received a phone call from Barrick Watts wherein he related that Mr. Hopson had sent him a copy of our letter. Mr. Watts stated that he was the president of the B.B.B.A., Glen Pepper was vice-president and Patricia Watts was secr-treas. He said there had been some trouble within the B.B.B.A. and the club had split and Hopson had no right to use the B.B.B.A.'s name. He had, according to Watts, obtained the aforementioned letter under false pretenses. Watts asked me to write another letter to correct the situation which I did. (see copy attached)

Within the next two weeks, I received a phone call from Hopson and two from Watts.

5. Hopson stated he had just received my second letter dated December 3. He stated at that time that Watts was no longer associated with the B.B.B.A. and had in fact, resigned at the November meeting. He stated that they were proceeding with their plans to host the enduro on February 13, 1977 and they were disregarding my second letter to them altogether.

6. Watts then phoned me to state that the T.S.C. deserved to have an enduro in Terlingua that would be up to the standards of other T.S.C. events throughout the state and he assured me that he and Glen Pepper fully intended to sponsor the Terlingua Enduro on February 13, 1977. He stated that because of the dissention and growing problems with the B.B.B.A., he did not want to use that name or have it associated in any way with the Terlingua Enduro, at Villa de Mina. He said he had pulled out of the B.B.B.A. because of the dissention. I told him that I preferred he and Pepper to hold the enduro because they were the ones who directed the qualifying event, and I knew they were capable of handling this event. Because of the fact that we knew nothing of Hopson or anyone else in the remains of the B.B.B.A. and none of them are active participates in the circuit, I felt Watts and Pepper were more qualified and knowledgeable to sponsor the enduro. They are both participants in many T.S.C. circuit events and knowledgeable of the ways of the Circuit. I ask Watts to send his entry blank to Ray Leatherwood and "Endo" and to provide a deposit of $350.00 to be held in escrow against his event as his good faith that the Terlingua Enduro will be successful. He agreed and has forwarded a Cashiers Check in that amount which I have deposited in the T.S.C. account.

Since this time, I have received three letters (attached) from members of the B.B.B.A. They are self-explanatory. I have had no further conversations with Watts or Hopson or anyone else connected with this situation.

I have been closely involved in this situation since it first came to my attention in November. My main interest is in protecting the T.S.C. from the possibility of incurring an event similar to the one held in Mexico or to the East Texas event. Because the rulebook is written in such a way and because Watts and Pepper have now pulled out of the B.B.B.A. and established a new name for their event, it is imperative that you now be advised of these prior events and give me your opinion as to how the T.S.C. should handle this situation.

As I see it, we have three choices:

1. Cancel the sanction to the B.B.B.A. and allow Watts and Pepper to sponsor the event.

2. Pull the sanction and cancel the event altogether.

3. Allow the B.B.B.A. to hold the event.

Barrick Watts and Glen Pepper were the enduro chairmen for the qualifying event. They had a lot of outside help from other clubs such as the TRH of Houston and Gene Brady. The event was held on the property belonging to Glen Pepper then and will now also be held on that same property. The event was very successful and I feel they are well qualified to handle this enduro on February 13.

On the otherhand, the only thing we know of the B.B.B.A., as it now is, is the fact that there is a great deal of dissention and many problems among the remaining members. None of them are active T.S.C. participants and are quick to criticize the T.S.C. as evidenced by the attached letters.

I feel we, as the guiding hands of the TSC, have an obligation to the Texas enduro riders to avoid situations such as this when we have the prior knowledge of potential problem enduros.

Therefore, it is my recommendation that we pull the sanction of the B.B.B.A. notifying them of our decision by registered letter and then notifying Barrick Watts and Glen Pepper that they have been given the sanction for the February 13 event.

If you have further questions - contact me by phone. Time is essential here and a decision must be made by January 1, 1977. Please advise your decision by return letter.

Very truly yours,

Roy E. Pool

Roy E. Pool, Chairman
T.S.C.E.C.

plp

cc:

Roy Pool, Chairman
Texas State Championship Enduro Circuit
704 Brownstone
Euless, Texas 76039

Dear Mr. Pool:

The Big Bend Bikers Association, as sponsors of the Terlingua Enduro, request application forms for the Terlingua Enduro to be placed on the Texas State Championship Circuit for the 1976-77 season.

Please advise us of the date, time and location of the TSCEC meeting as we will want to be there to represent our cause.

Yours truly,

Barrick Watts

Barrick Watts, President
Big Bend Bikers Association
Box 270
Alpine, Texas 79830

May 13, 1976

Mr. Roy Pool
704 Brownstone
Euless, TX 76039

Dear Roy:

Glen Pepper and I will represent the Big Bend Bikers Assoc. as delegates to the Texas State Championship Enduro Circuit meeting in June.

We plan to submit the Terlingua Enduro for consideration for a date on the 1976-1977 Texas State Championship Enduro Circuit calendar.

Yours truly,

Barrick

Barrick Watts, President
Big Bend Bikers Association
P. O. Box 270
Alpine, TX 79830

BIG BEND BIKERS ASSOCIATION
Box 527
Ft. Davis, TX 79734

Roy Pool, Chairman
TEXAS STATE C.E.C.
704 Brownstone St.
Euless, TX 76039

Dear Roy;

Please find enclosed the BBB's check for the list of Enduro riders gummed mailing labels. The Terlingua entries will be ready to go out the middle-end of December.

We would also appreciate the computer listing.

See you at Post.

Patricia

Patricia Watts, BBB Sec.

Ordered
11-7-76

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

November 18, 1976

Mr. Merritt Hopson
President
Big Bend Bikers Association
P. O. Box 29
Alpine, TX 79830

RE: T.S.C.E.C. Sanctioned Enduro - February 13, 1977

Dear Mr. Hopson:

This letter will serve as confirmation of the sanction by the Texas State Championship Enduro Association of an enduro to be sponsored by the Big Bend Bikers Association (Alpine, Texas) on February 13, 1977.

A 1976-77 T.S.C.E.C. Guidelines Handbook providing rules and regulations for sponsoring a T.S.C. event has been forwarded to you.

We are looking forward to what we are sure will be a highly successful T.S.C. caliber event.

Very truly yours,

Roy E. Pool
Chairman

plp

December 3, 1976

Mr. Merritt Hopson
P. O. Box 29
Alpine, TX 79830

RE: Big Bend Bikers Association

Dear Mr. Hopson:

This letter supersedes my letter to you dated November 18, 1976.

At the time, I was not in full possession of all the facts concerning the Big Bend Bikers Association. I have since been in contact with Mr. Barrick Watts and have been informed of the current situation.

I understand from Mr. Watts that he is the president of the Big Bend Bikers Association and Mr. Glen Pepper is vice-president. Mr. Watt's wife, Patricia, serves as the secretary-treasurer.

It is a stipulation of the rules of the Texas State Championship Enduro Circuit that any new club applying for inclusion into the circuit must first ". . . sponsor a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsorship . . .". The Big Bend Bikers Association under the direction of Mr. Watts and Mr. Pepper has complied with the above and did sponsor the "Terlingua Enduro" during 1976 and, as shown in the attached letters, have complied with and been accepted by the T.S.C.E.C. to sponsor a sanctioned T.S.C.E.C. event to be held at Villa de Mina on February 13, 1977.

This is the only event sanctioned by the T.S.C.E.C. for the Big Bend Bikers Association with Mr. Watts and Mr. Pepper presiding as enduro chairmen.

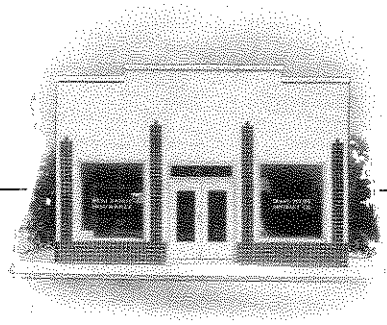
Very truly yours,

Roy E. Pool
Chairman,
T.S.C.E.C.

lp

cc: Mr. Barrick Watts, President
Big Bend Bikers Asso.
P. O. Box 327
Ft. Davis, TX 79734

ABSTRACTS REAL ESTATE TITLE INSURANCE GENERAL INSURANCE



915-837-2351

TRANS-PECOS ABSTRACT COMPANY

M. L. HOPSON

ALPINE, TEXAS

(Dated sometime between Dec. 3 - Dec 16)

Mr. Roy Pool
704 Brownstone Street
Euless, Texas 76039

~~Home 915-837-2551~~

Dear Mr. Pool:

The following persons were present at the Big Bend Bikers Association meeting held November 16, 1976, and at such meeting Barrick Watts resigned his position at President of our Association: Merritt L. Hopson, Gretna G. Hopson, Terry M. Nelon, Mackie Sue Nelon, Francis V. Yakubanski, Theron Johnson, Glen Pepper, Josyln J. Tucker, Scott Tucker, Stephen D. Tucker, Antonio Aguilar, Romeulo Vega, D. K. Wilson, Darrell Cook, Steve Parks, Barrick Watts and Patricia Watts. Any representation to the contrary is a lie. Each of the above named individuals were at the time of such November 16, 1976 meeting, a member in good standing of the Big Bend Bikers Association.

The members of the Association have been accused of being dis-honorable and of backing out of an agreement made by and between the Association and Mr. Glen Pepper. I believe the facts in the matter would probably substantiate this accusation as far as Mr. Pepper is concerned. Based on this, Mr. Pepper has repeatedly stated that he no longer wishes to have any dealings with the Association. The Association, I feel, would rather deal with Mr. Pepper on some basis than to have the ensuing controversy.

I am not writing this letter on behalf of the Big Bend Bikers Association nor in any capacity associated therewith. In the past, I felt that the principals involved in this controversy were worth fighting for, but I for one am tired of hasseling with the sorts of Barrick Watts. I firmly believe that all of the hassels and associated problems should be rightfully blamed on Barrick Watts.

If the treatment our Association has received from the Circuit, a couple of promotors and various turn-coats in our organization is any indication of what goes on in the whole circuit, I feel there must be a lot of other individuals getting the shaft in the Big Business of Enduros.

I would remind you that Glen Pepper, Barrick Watts and Patricia Watts did not single handedly put on last year's enduro. There were a lot of "little" people behind the lines who deserve recognition also.

I would suggest that you seriously consider contacting Glen Pepper in connection with your letter of December 3, 1976 to my self with a copy to Barrick Watts. This letter was obtained under false pretenses by Barrick Watts and as such the Big Bend Bikers Association will probably consider it worthless and proceed with our plans as per your letter dated November 18, 1976.

Yours truly,

Merritt L. Hopson

December 16, 1976
Box 206
Alpine, Texas 79830

Mr. Roy Pool
704 Brownstone St.
Euless, Texas 76039

Dear Mr. Pool;

After reading Merritt Hopson's letter to you, I must state that I agree with him and with his position. I am tired of the problems the Big Bend Bikers Association have been having with Barrick Watts.

I am a member in good standing of the Big Bend Bikers Association, but unfortunately, I was not present at the meeting on November 16, 1976 when Barrick resigned as President.

Of the 15 or 16 people there, I have no reason to doubt that Barrick did in fact resign, as most of the people present at that meeting have told me he did.

I am an active rider in T.S.C.E.C. events across the state and as such have interest in the welfare of these events. I participated in putting on last year's Terlingua Enduro. Since that time our Association has held additional events in which I participated. All proceeds from these events went into our Association fund, Our Association's only interest is motorcycling and sponsoring motorcycle events.

I don't understand how Barrick Watts and Glen Pepper can represent our Association, pocket all the proceeds and exclude the membership of the Association.

In the interest of motorcycling in the Big Bend area, I hope this situation can be worked in all fairness to the Association.

Yours truly,

Stephen W. Williams

Stephen W. Williams

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

December 23, 1976

Mr. M. L. Hopson
Big Bend Biker's Association
P. O. Box 29
Alpine, TX 79830

Mr. Hopson:

Since receiving your letter I have talked with several of my people and I have come to a conclusion concerning the Big Bend Biker's Association.

I have strived for the last three years to bring the enduros in this state up to a level and caliber that our enduro riders could be proud of. And with the help of excellent clubs - the T.S.C. enjoys a reputation throughout many sections of the country for being the finest enduro organization in existance. Because you are not an active participant in the circuit - I do not feel you are qualified to judge the T.S.C. on any matter and your statements concerning the dissatisfaction of yourself and "others who may be getting shafted by the Big Enduro Business" is only a sign of your ignorance in the matter.

It is beyond me how you can criticize the T.S.C. for anything. The Circuit did not start the arguments and bickering in your Association and the Circuit has been univolved in anyway with your problems until recently.

I have an obligation to the 2500 enduro riders in this state to maintain a high level of competitive events through sanction by the T.S.C. Therefore, for the following reasons and others, I am withdrawing the T.S.C. sanction on the Big Bend Biker's event scheduled for February 13, 1977:

1. Because of the fact that you cannot or will not get together with Barrick Watts and Glen Pepper (promoters of the 1976 qualifying event) and since they are the only men I personally know to be knowledgeable in putting on this event.

2. Because of the obvious bickering and "backbiting" evidently going on within your troubled Big Bend Biker's Association, I am not convinced by any means that you have anyone with the knowledge and ability to put on this event or that you now have enough people to successfully sponsor this event.

The Circuit is quite aware (probably more so than you) of the "little" people it takes to put on any event. We are also quite aware of the fact that there was much outside help when the Big Bend Biker's sponsored their qualifying event in 1976.

Withdrawal of the T.S.C. sanction means that it is in no way to be advertised or otherwise tied to the Big Bend Biker's Association. We will not pay points to anyone entering the event.

This is not to say that in the future the Big Bend Biker's Association cannot reapply for sanction into the T.S.C. On the contrary, we would be more than willing to entertain re-sanctioning of future events after the members of the club have complied with the rulebook.

Very truly yours,

Roy E. Pool
Chairman T.S.C.E.C.

plp

cc: Big Bend Biker's Association
P. O. Box 270
Alpine, TX 79830

December 14, 1976

Ray Leatherwood
"ENDO"
Box 25
Childress, TX 79201

Dear Ray:

Did you ever have anyone become over-anxious? Well, that is what happened on the entry mailed to and printed in the December 3rd issue of ENDO.

You may have noticed the name was even screwed up; instead of TERLINGUA ENDURO, it read Enduro Terlingua.

Anyway, please find enclosed a copy of the real and correct entry for the one, only, original TERLINGUA ENDURO to be held at Villa de la Mina on February 13th, 1977 as sanctioned by the Texas State Championship Enduro Circuit, with all benefits thereof; ie. TSCEC points and Terlingua terrain.

By the way, we decided to change the name of the sponsoring organization to the Terlingua Enduro Club, with the thought being 'why not have a club name that advertised the Best Event in Texas. Mailing address,

Terlingua Enduro Club
c/o Barrick Watts
Box 327
Ft. Davis, TX 79734

Please tell James Ray we are looking forward to seeing him at Terlingua and that he may bring your smiling face with him. May your tires stay up and you always finish.

Merry Christmas,

Barrick Watts

Barrick Watts

P.S. Please print this in the next issue of ENDO. Also change my subscription mailing address to Box 327, Ft. Davis.

cc: Roy Pool

Encl

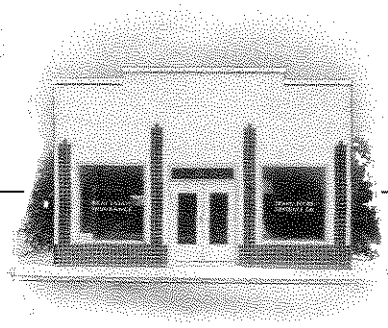
Ray, the word is out that Hopson has thrown in the towel and is ready to join our camp - if we will have him.

I will confirm this today, while I am in Alpine.

Merry Christmas to you and yours,

Bancroft Butler

ABSTRACTS REAL ESTATE TITLE INSURANCE GENERAL INSURANCE



TRANS-PECOS ABSTRACT COMPANY

P. O. Box 29
ALPINE, TEXAS 79830

M. L. HOPSON

January 10, 1977

Mr. Roy E. Pool, Chairman
Texas State Championship Enduro Circuit
704 Brownstone Street
Euless, Texas 76039

Dear Mr. Pool:

I am writing you this letter to confirm our telephone conversation of last week.

Mr. Glen Pepper met with the Big Bend Bikers Association at a special called meeting on January 4th, 1977. At this meeting, a motion was made, seconded and passed by majority vote for Big Bend Bikers Association to work with Mr. Pepper towards putting on the February 13th, 1977 Terlingua Enduro. It was agreed at this meeting for the Big Bend Bikers Association members to give total cooperation and assistance and for Glen Pepper to give total cooperation and assistance (with Barrick Watts advising and assisting) to put on the Terlingua Enduro.

In hopes of putting on a first class event on Feburary 13th, I remain,

Yours truly,

Merritt L. Hopson

Glen Pepper

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

January 6, 1977

To: All T.S.C. Enduro Clubs

RE: Terlingua Enduro, February 13, 1977

Gentlemen:

Please refer to my letter of December 24 and our subsequent telephone conversations regarding the Big Bend Bikers Association and the Terlingua Enduro.

By a majority vote of all twelve clubs the sanction for the Terlingua Enduro was pulled with the stipulation that it would be reinstated only if the two groups could get together and give the Circuit the assurance of a good event by all of the original sponsors of the qualifying event.

I have talked with both Glen Pepper, Barrick Watts and Merritt Hopson representing the Big Bend Bikers Association and they have all consented to resolve their past differences and to combine their efforts to make the Terlingua Enduro a successful high caliber T.S.C. event.

I have had lengthy conversations with everyone involved and am now convinced that all problems have been put aside and have requested a letter from both parties stating same. We have a $400 deposit in the T.S.C. bank account as further good faith on the part of the enduro sponsors.

Therefore, the Terlingua Enduro is on again. The enclosed flyer is the official entry blank and should be the only one used.

If you have any further comments or questions just give me a call.

Very truly yours,

Roy E. Pool - Chairman
T.S.C.E.C.

cc: Merritt Hopson, Big Bend Bikers Asso.
Glen Pepper
Barrick Watts
Leland Dennis

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

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Glen Pepper
Barrick Watts
Leland Dennis

January 6, 1977

All Clubs Copied

RE: Terlingua Enduro, February 13, 1977

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Roy E. Pool - Chairman
T.S.C.E.C.

cc. G. Pepper
M. Hopson
B. Watts
L. Dennis

Steve Jones - Waiver

Stump Jumpers - Pull Sanction Tog

Trailblazers - Pull Sanction

Lubbock - Pull Sanction Tog

Amarillo - Pull Sanction Tog

TRH - Pull Sanction Tog

Odessa - Pull Sanction Tog

San Angelo - Pull Sanction Tog

Austin - Pull Sanction Tog

San Antonio - Pull Sanction

Childress - Pull Sanction Tog

J.B. Hood - Pull Sanction Tog

San Antonio, Tex
Dec 27-1976

Dear Ray.
Looks like we got a rock on a hard spot to deal with. Powell and I discussed the Terlingua Enduro with members of the Club, and decided to stick with the T.S.E.C Guide Line Handbook. Since Watts already has his flyers out its already Chaos. No matter which way the Votes go there is going to be hard feelings in Alpine. The Sidewinders Enduro Club Votes to pull the Sanction and cancell the event altogether.

Secetary
Wendy

Roy Pool, Chairman
Texas State Cham'onship Enduro Circuit
704 Brownstone
Euless, Texas 76039

Dear Roy,

This letter is in response to your letters concerning the situation that has developed over the Big Bend Bikers Association and Mr. Barrick Watts and Mr. Glen Pepper.

Garland Holloway and myself representing Concho Cycle Club as enduro co-chairmen hereby cast our vote to pull (cancel) the TSCEC sanction of Big Bend Bikers Association until such time that this club and the two representatives, Glen Pepper and Barrick Watts, can come to an agreement.

We feel this agreement must be satisfactory to both Roy Pool and the sponsoring clubs of the TSC enduro circuit.

Sincerely,
Jerry Chitsey
Garland Holloway

Jerry Chitsey
Garland Holloway

Co-Chairmen Concho Cycle Club
3101 Rock Brook
San Angelo, Texas 76901

December 29, 1976

T.S.C.E.C.
704 Brownstone Street
Euless, Texas 76039

Attn: Roy Pool

Dear Roy:

In regards to your letter dated 12-24-76 concerning the turmoil and dissention in the Big Bend Bikers Association and their sanctioned enduro. In Your letter you asked that all participating clubs express their opinions in the matter as soon as possible, as time is of the essence.

In confirmation of our phone call last night, the Permian Basin Motorcycle Club votes that we cancel the event with it's problems as it now stands. However, we are hopeful, that in the event the Terlingua Enduro is cancelled, that you, acting as a mediator, might be persuasive enough to compromise the situation. We feel that the circuit is bound to hold the interests of the club (or sanctioned party), as sacred, while at the same time we know of the extremely earnest efforts of Mr. Watts and Mr. Pepper and are respectful of that. Without cohesion of all affected members, we feel that the enduro could not be up to the standards of the circuit and feel, for the interests of Texas riders, it should not be allowed to be sanctioned.

Sincerely,

Ron Weaver

Ron Weaver, President
Permian Basin Motorcycle Club
RW:ba

1940 E 19th
79762

Mr. Roy Pool
704 Brownstone Street
Euless, Texas 76039

Dec. 28, 1976

Dear Roy:

In reply to your letter concerning the Terlingua Enduro.

Our group votes for: # 1. Cancel the sanction to the B. B. A. and allow Watts and Pepper to sponsor the event.

They attended the Summer meeting, various enduro events, and seem to have invested a great deal of time and effort into the development of the Terlingua Enduro.

- -

We are in the process of changing our club name. We want to change from Texas Gulf Coast Enduro Club to Texas Enduro Association. There is no change of people. The May 8 enduro will be named the Woodville Enduro and Co-chairmaned by Steve Jones and Lynden Holcomb.

- -

We are officially requesting the Enduro mailing labels. If there is a fee for these, please advise and we will send a check.

Sincerely yours,

Steve Jones

Steve Jones

HONDA OF LUBBOCK
5730 W.50th Lubbock,Texas 79490
P.O.Box 16372 806/793-2551

December 29, 1976

Roy Pool
Chairman-T9C9C
704 Brownstone
Euless, Texas 76039

Dear Roy:

This letter is to confirm our telephone conversation of December 28, 1976. Several members of The Lubbock Trail Riders met on that evening to discuss the problems concerning the Terlingua Enduro. Those members present were: R. L. Timmons, Zack Elkins, George McMahan-president, Ernest Quinn, Coy Collins, Buddy Berryman, Jimmy Birdwell-vice president, Larry Redding-secretary, and Roy Richardson. Also consulted were Ronald Brady, David Lewis, and Jack Lott-comp. chairman. It is our unanimous decision that the T.S.C.R.C. sanction for the Terlingua Enduro be cancelled unless immediate reconciliation of the two factions can be effected. If they don't get together immediately, we feel their event will suffer and affect the overall quality of the T.S.C.R.C.

Please advise at your earliest convenience the outcome of this discussion.

Respectfully!
George McMahan

President
Lubbock Trail Riders

GM/vs

Endo News

December 27, 1976

Mr. Roy Pool
Chairman T.S.C.E.C.
704 Brownstone
Euless, Texas 76039

Dear Roy:

After your phone call in which the Terlingua situation was discussed and upon reading your letter with copies of letters from other interested parties, we went to see our attorney since we appeared to be involved not only as a circuit committee member but also as a representative of "Endo News".

Our attorney advised that the printing of the two entrys was one of ethics since both are paid advertising. He also said we could refuse any advertising we felt did not conform to our standards by returning the check uncashed along with advertisement. But since we in good faith accepted the entry of the Big Bend Bikers Association for three months it should be printed unless we receive written notice from them to stop the advertisement.

My position as a committee member is if the T.S.C.E.C. can legally withdraw sanction of this event to do so and let both parties have their event or cancel whichever they desire, and if both parties concerned want to apply for a T.S.C.E.C. sanction next year let them do so. However, I don't feel we can pull the sanction and give it to someone else or cancel the event.

Roy, I know this is a sticky situation and one that will cause criticism on your part regardless of which way it goes. I can truthfully say I know how you feel "by being caught in the middle" but I guess we can expect some headaches along with the responsibility.

Good luck and let me know how the circuit committee votes before we go to print.

Sincerely,

Ray

Ray Leatherwood
Endo News

cc: John Forbis
Attorney

January 13, 1976

Roy Pool
704 Brownstone
Euless, Texas 76039

Dear Roy:

Congratulations again on winning the Overall Championship trophy and contingency prize in the FIRST Annual Terlingua Enduro.

John Stradley, owner of the Ramada Inn was informed that you had won the week-end at his motel. He said for you and Lynett to bring your bikes as he has a 6,000-acre ranch about 8 miles from town that you are welcome to ride on. A few of us (five) ride out there and it's some good riding. When you can make it let me know and reservations and arrangements will be taken care of.

Again, congratulations on your win and thank you for entering. See you on the circuit.

Yours "On the Rocks"

Barrick

7520

THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF BREWSTER §

THIS IS A CONTRACT by and between BIG BEND BIKERS ASSOCIATION and GLEN A. PEPPER d/b/a TERLINGUA ENDURO CLUB, both of Brewster County, Texas, who agree as follows, to-wit:

Big Bend Bikers Association agrees as follows, to-wit:

BBBA by MH Dap

1. To furnish ~~a minimum of twenty (20)~~ workers to assist in production of the Terlingua Enduro on February 13, 1977.

2. To allow Terlingua Enduro Club to produce the Terlingua Enduro on February 13, 1977, under the name of Big Bend Bikers Association.

BBBA by MH Dap

3. Big Bend Bikers Association releases all claim to Terlingua End
~~3. To assist Terlingua Enduro Club in obtaining the sanction of the Terlingua Enduro by Texas State Championship Enduro Circuit verbally or by correspondence in succeeding years.~~

Terlingua Enduro Club agrees as follows, to-wit:

1. To diligently, efficiently and professionally produce the Terlingua Enduro on the 13th day of February, 1977.

2. To pay Big Bend Bikers Association one-third (1/3) of the entry fees after deducting the actual costs incurred in the production of the Terlingua Enduro scheduled on February 13, 1977, payment to be made within two weeks after completion of Terlingua Enduro.

IN TESTIMONY WHEREOF, witness our hands this 24th day of January, 1977, to this instrument executed in duplicate.

BIG BEND BIKERS ASSOCIATION

By: Merrit Hopson
Merrit Hopson, President

Glen A. Pepper
GLEN A. PEPPER
d/b/a TERLINGUA ENDURO CLUB

WITNESS:

Stephen Williams
Mary Ellen Foster

VOL. 201 PAGE 117

R. O. BURLESON
ATTORNEY AT LAW
P.O. BOX 717
ALPINE, TEXAS 79830
915-837-3472

STATE OF TEXAS X
X
COUNTY OF BREWSTER X

BEFORE ME, the undersigned authority, on this day personally appeared Merritt Hopson, President of Big Bend Bikers Association, known to me to be the person whose name is subscribed to the foregoing instrument of writing, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this 4th day of March, 1977.

Notary Public in and for
Brewster County, Texas.

My Commission Expires June 1, 1977 .

ILED FOR RECORD the 4 day of March A.D., 1977 at 11:45 o'clock A.M.
ECORDED the 4 day of March A.D., 1977 at 2:25 o'clock P.M.
y Deputy HELEN CRONE, County Clerk,
Brewster County, Texas

THE STATE OF TEXAS X
X
COUNTY OF BREWSTER X

I, HELEN CRONE, Clerk of the County Court of Brewster County, Texas, do hereby certify that the foregoing instrument(s) of writing is/are a true and correct copy/copies of the following:

CONTRACT

Between: Big Bend Bikers Association

and

Glen A. Pepper d/b/a Terlingua Enduro Club

Volume: 201

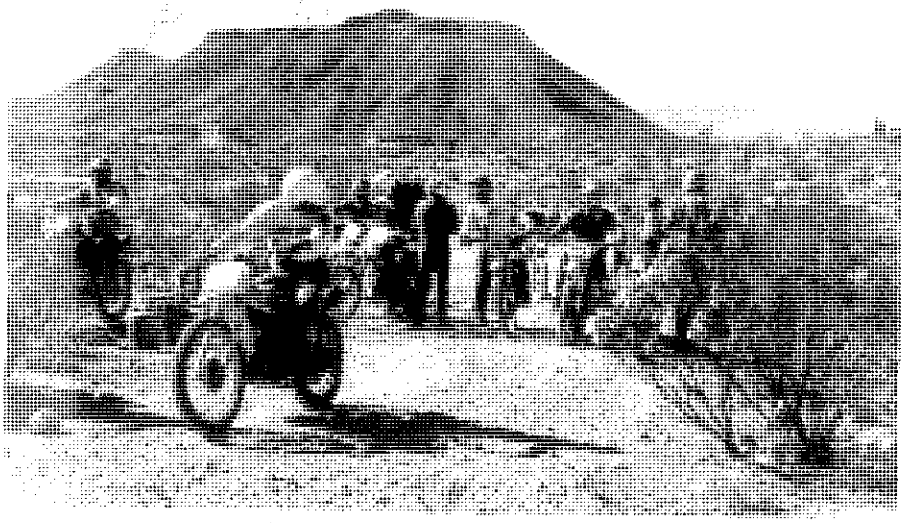
Page: 117

Same appears of record as shown above, in the Deed Records of Brewster County, Texas.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 4 day of March, A. D. 1977.

Helen Crone
HELEN CRONE, County Clerk
Brewster County, Texas.

By Debbie Skelton Deputy



Drawer A
Fort Hood, TX 7651
January 4, 1977

Mr. Roy Pool
704 Brownstone
Euless, TX 76039

Dear Roy,

In reference to the problems arising from the T.S.C.E.C. Sanctioned Enduro at Terlingua on February 13, 1977, it is the opinion of the Fort Hood Dirt Riders that, in all fairness to both parties concerned; Barrick/Watts and the B.B.B.A.; the sanction for this event be cancelled.

However, if both factions of this dispute come to a mutual and binding agreement then the sanction should stand.

Yours truly,

B. J. Cummings

B. J. Cummings
Recorder
Fort Hood Dirt Riders

ABSTRACTS REAL ESTATE TITLE INSURANCE GENERAL INSURANCE

TRANS-PECOS ABSTRACT COMPANY

M. L. HOPSON

ALPINE, TEXAS

March 22, 1977

Dear Roy,

Enclosed is a certified copy of an agreement the Big Bend Bikers Association and Glen Pepper entered into just prior to the Terlingua Enduro. Please note that Big Bend Bikers Assn has agreed to release all claim to this enduro & to allow Glen Pepper to have it from now on.

There is just one catch - Big Bend Bikers Assn has not received one penny from Glen Pepper Barrick Watts or the Terlingua Enduro club.

Anyone who has knowledge of contract law knows that this failure of consideration makes the contract null & void.

I am not writing to you for assistance in collecting what is due and organization but to keep you informed as to what is going on, and to reinforce what I have been saying all along - Watts and Pepper are crooks -

Yours Truly

M. L. Hopson

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"
704 BROWNSTONE STREET • EULESS, TEXAS 76039

September 1, 1976

Mr. George McMahan
Honda of Lubbock
5730 West 50th
Lubbock, TX 79490

George,

Thanks for the note!

Yes, it is definitely official that Lubbock will be hosting the Awards Banquet for the conclusion of the season for 76-77 in September 1977. We are looking forward to it already.

There was a typographical error in the rule #C-1, Pg. 4. It should read "maximum variance of 10 seconds not .10. Concerning the WWV time, Lyndon Holcomb of TRH is to provide the WWV Radio for the club's use in setting the clocks. This was the agreement in the meeting in June. Consequently, it would follow that if he is not present to provide the radio, then the standard time setting would be appropriate.

See you in Rockne,

Roy

YAHOO! Mail

Close Window

From: GMcma10275@aol.com
Date: Sat, 4 Jan 2003 13:16:45 EST
Subject: Re: TSCEC Banquet
To: roypool@yahoo.com

Well, it sounds like you guys are really having fun! I do wish you could have made this banquet. It's the 29th, not 30th, but it has really turned into a BIG DEAL, like we tried to do for the 25th. TMS is a fantastic place to have it. It's time it went back to the DFW area, and I don't think we are losing any West Texas riders, and we are really picking up a lot of "locals" that usually don't make it. Remember Don Primm? heard yesterday that he will be there.
I was surprised myself when I volunteered to do this. Talk about big shoes to fill! Following you and Stan as only the 3rd President/Chairman in 29 years means you two guys really left your mark. I'm not as tough as either of y'all, and am looking forward to stepping down at the end of 2003. Actually, I think I got "setup" to take the Presidency. After Stan resigned, and no one was stepping forward to take the job, I heard a rumor that Roland Miles was going to do it. Well, if Roland would really have been Pres, that would have been OK. But you and I both know that would not have been the case. So, I volunteered. Found out later that my Son Wayne and some others had probably started that rumor just to get me to volunteer. But you know the job can be very rewarding. The circuit riders are some of the best people in the region, and I have not really had too many serious problems. I'm flattered that you keep up with us, and that you think I'm doing a good job. I've got so much respect for you and Lynette that I always try hard to do the right thing, and quite often think
" What would Roy do in this situation? "
I really love this e-mail. I am able to pretty much run the circuit from the Internet. Don't have to make all those phone calls you used to have to make; I can just send one message to 10 people simultaneously, and get a consensus on what to do. This is the greatest communication ever. Use it to stay in touch with Troy Taylor, and Joe Walters too, which is great. Lets stay in touch too. So good to hear from you, George

TO Roy Pool
T.S.C.E.C.

FROM George McMahan's
HONDA OF LUBBOCK
~~4810 AVE. Q~~ Box 16372
LUBBOCK, TEXAS ~~79412~~ 79490
806 - ~~747-5196~~ 793-2551

SUBJECT:

DATE 8-20-76

FOLD ↑ Roy - Ronald Brady told me the other night about the rumor that you heard about the L.T.R. considering pulling out of the circuit because of the rule concerning W.W.U. time. It is true that several individuals in our club do not like that rule, but we are not even remotely considering "pulling out." We back the circuit 100%, and any ~~disagreem~~ official dis-agreement with the rules will be handled at the annual meeting as it should be. There will probably always be a little "grumbling" here & there from someone, however.

By the way, is it official that our club will get to host the awards banquet next year? We're ready! SIGNED Larry D. McMahan

PRINTED BY GRAYARC CO., INC., BROOKLYN, N. Y. 11232

Roy & Lynette Pool

TO J. Brownstone

Eagles, Texas

FROM George McMahan's
HONDA OF LUBBOCK
4810 AVE. Q
LUBBOCK, TEXAS 79412
806 - 747-5196

SUBJECT: OK 12-5-76

DATE 12-2-76

FOLD ↑ Roy & Lynette - Recieved The Enclosed Letter From Louis Pennington. In Checking, He is Right - Also Enclosed is A Copy of His Scorecard, So You Can See That He Entered Correctly; We Simply Got His Card in The Wrong Stack. Lynette, I'm Especially Sorry Cause I Know That You Will Have To Straight-int Out, While Roy Watches T.V.

Ft. Hood Two-Day Qualifier is One For April 30-May 1st. Al Eames Wanted Us To Do it, But Ft. Hood Had First Priority. I Had Sent Al A Circuit Schedule Back in Sept, And He Used it, So As Not To Conflict With A T.S.C.E. Event. Have A Merry Christmas, See Y'all At The Next Event.

SIGNED George R. McMahan

PRINTED BY GRAYARC CO., INC., BROOKLYN, N. Y. 11232

L.T.R.

TO Roy Cook

FROM George McMahan's
HONDA OF LUBBOCK
~~4810 AVE. Q~~ 5230 W. 50
LUBBOCK, TEXAS 79412
806 - ~~747-5196~~ 793-2551

SUBJECT:

DATE 12-28-76

FOLD ↑ Roy - Enclosed is a copy of a note I sent to Shirley Barclay about Gary Cox's finish at Post. We had the error corrected before it got to you. Don't you think it shows good sportsmanship on their part to go to the trouble to correct an error that would not help them at all.

See you at Fall Hoop

SIGNED George D. McMahan

TO 4219 Emil
Amarillo Texas 79106

FLOYD OF LUBBOCK
4810 AVE. Q
LUBBOCK, TEXAS 79412
~~806-747-5196~~ 791-2551

DATE 12-28-76

SUBJECT: Dear Shirley -

Appreciate your Note Concerning Gaylon's Open Class Finish. Enclosed is a copy of 250B Class Sheet. This Error After The Results were Sent To The Printer, But Before This was Sent To Roy. We Had Sa Many Note Room Times Mornings And We Just Made A Few Clerical Mistakes. I'm Sorry. Take So Long To Get Back To You But I Only Received Your Letter From Our Club Treasurer Dec 27.

Thank You For The Concern

SIGNED Bob Hall
Pres. C.T.R.

PRINTED BY GRAYARC CO., INC., BROOKLYN, N. Y. 11232

just a Note from . . . 12/7/76
Shirley Barclay

Thank you for your current Post Enduro riders finish results....HOWEVER.... You have Gaylon Barclay listed under 250B Class #20. He is an "A" Texas rider and rides the OPEN class (400 IT Yamaha) I am sure this is just an oversight but needs to be corrected with TSCEC Since the points are in error. He Actually finished #17 in A OPEN.

Thank you,

Shirley Barclay

CC: To Roy Pool, TSCEC
Euless, Texas

P.S. Please confirm correction...

Gaylon Barclay
4219 Emil
Amarillo, Texas 79106

Louis E. Pennington

TO 7575 Plum Cr Rd #8205
Houston, Texas 77012

FROM

George McMahan's
HONDA OF LUBBOCK
~~4810 AVE. Q~~ 5730 4.50th
LUBBOCK, TEXAS 79412
806 - ~~747-5196~~ 793-2551

SUBJECT:

DATE 12-2-76

FOLD ↑ Louis - You are 100% right, about Brian Atwood. I enclose a copy of his score card so you will know that is who our error, not his. Brian entered the correct class, and he accidentally got his score card mixed in with 250-B class. I'm sure that Atwood also appreciates your correction ~~of~~ our error because he will pick-up his open 8 points.

Thanks

President of Lubbock Triathlon,

I was talking to Roy Pool at Clubhouse and he said I should write you a letter concerning the results of your event. Brian Atwood placed 3rd in your event. He took 2nd in N.M. rider. He took a "A" rider last year and should be this year. Roy said he would need a top 20 results sheet for your club with Brian called out of 250 B class. This will put me in the top 20.

Thanks,
Jack E. Pennington
7575 Plum Cr. Rd. #8205
Houston, Tex 77012

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"
704 BROWNSTONE STREET • EULESS, TEXAS 76039

JULY 27, 1976

MR. DAVID LEWIS
LUBBOCK TRAIL RIDERS
2616 77ST STREET
LUBBOCK, TX 79423

DAVID,

I RECEIVED THE ATTACHED LETTER FROM THOMAS SPARKS RECENTLY.

THIS IS CONCERNING THE POST NATIONAL LAST SPRING - SO I HAVE NOTHING IN MY RECORDS. WOULD APPRECIATE IT VERY MUCH IF YOU COULD LET HIM KNOW SOMETHING AS SOON AS POSSIBLE.

HE SEEMS TO BE QUITE UPSET OVER THE FACT THAT HE DOESN'T APPEAR TO HAVE RECEIVED ANY REPLIES TO HIS INQUIRY. I AM SURE THIS IS AN OVERSIGHT AND KNOW YOU WILL WANT TO CLEAR UP ANY MISUNDERSTANDING THERE MIGHT HAVE BEEN.

THANKS FOR YOUR HELP - WILL SEE YOU IN ROCKNE!

SINCERELY,

Roy

ROY

CC THOMAS SPARKS
MERETA RT.
SAN ANGELO, TX 76901

Hope this will help!

Roy Pool

I need a little help. Maby you can get something out of that damm bunch at Post. I have written to them twice, with no answer. At the Post Nat. Nov. 9th., I was listed in 8th or 9th, I can't even remember now, but when I received the results in the mail they had me listed in 5th. Its not real important, its just that I would like to know.

Thanks
Thomas Sparks
Mereta Rt
San Angelo, Tex.
76901

See you + Lynett at Rockne.
I want to thank you for
all your work on the T.S.C.E.C.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT --- 1 9 7 5 - 1 9 7 6

704 Brownstone
Euless, Texas 76039

March 22, 1976

Mr. Wayland H. Winstead
Publicity Chairman
2607-32nd St.
Lubbock, TX 79410

Dear Wayland,

I recently received the updated rider mailing list compiled by the Lubbock Trailriders and would like to take this opportunity to express my appreciation not only for the list provided to the T.S.C. but also for the very fine cooperation shown to the T.S.C. and me over the last three years by each and every member of the Lubbock Trail Riders.

I cannot express enough how much your help has meant to me personnally in getting this list put together. I only wish I could get just half as much help and cooperation from all the other clubs in the state.

My appreciation again and sincere thanks to your fine club and it's members.

Very truly yours,

Roy E. Pool
T.S.C. Chairman

LTR
LUBBOCK TRAIL RIDERS, INC.
P.O. Box 1012 Lubbock, Texas 79408

May 8, 1976

Roy E. Pool, Chairman
Texas State Championship Enduro Circuit
704 Brownstone St.
Euless, Texas 76039

Dear Roy,

Enclosed is my personal check to cover the $50 deposit for Lubbock Trail Riders. Our treasurer is out of town now, and I can get reimbursed when he returns. I apologize for not bringing our club's check with me this past weekend, but it never even occurred to me until Lynett mentioned it.

Also enclosed is my ballot for best circuit enduro. As you know, I only went to four enduros this year, and I picked Muenster over Rockne, Crane, and Memphis, because I thought the Stumpjumpers did a much better job in checkpoint placement and, especially, in scoring. Muenster is also the place where I did the best.

The circuit meeting Sunday was, in my opinion, a tremendous success, and I am proud to have been able to be a part of it. You and Lynett did a fantastic job, not only in organizing the meeting, but also in running the circuit this year. Congratulations, and keep up the good work.

Yours truly,

LUBBOCK TRAIL RIDERS, INC.

David L. Lewis

David L. Lewis
President

DLL/lm
encl: 2

Sent to Grde 3/22

2607-32nd Street
Lubbock, Texas 79410
March 6, 1976

Mr. Roy E. Pool
704 Brownstone St.
Euless, Texas 76039

Dear Roy:

Enclosed you will find a copy of the Lubbock Trail Riders updated rider mailing list as compiled by Dwight Lundberg. This list is not limited solely to the Texas Circuit as it contains the names of riders in New Mexico, Colorado and Oklahoma who have supported Texas enduros. I understand that you are planning to keep an updated mailing list for the Texas Circuit and I think it is a fine idea. Should any of the other clubs desire a copy of our mailing list before you have the Texas Circuit list ready, we will be happy to provide them with it. We can get copies on gummed labels for $6.00 per thousand or pressure sensitive labels for $15.00 per thousand. In the hope that our list will be of help in compiling a complete list for the Texas Circuit, please accept this copy as a gift from the Lubbock Trail Riders.

Sincerely,

Wayland H. Winstead

Wayland H. Winstead
Publicity Chairman

WHW/pw

Enclosure

Chairman's Note: I would like to take this opportunity publicly to express my sincere appreciation to the Lubbock Trail Riders for this list which they have so generously prepared and given to the T.S.C. for its use in preparing a Master List for the use of all clubs. The list we received contains over 1500 names on gummed labels ready to be affixed.

It is clubs like the Lubbock Trail Riders that help make the T.S.C. grow --- through the tremendous cooperation and help they are ready and willing to provide whenever called upon to do so.

Again, my sincere thanks to each and every club member of the very fine Lubbock Trail Riders!

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

December 22, 1976

Mr. Gene Brady
Houston, TX

Dear Gene,

Thank you for the kind words in your recent letter. Sorry to be so delinquent in answering. As you know, I am very proud of the T.S.C.E.C. and will do everything I can to make it bigger and better as each year passes.

To answer your question, yes, I have noticed that some of the clubs give smaller trophies to the women's class and I hope that your letter will bring this matter to their attention and they will change this situation. If the women are to pay the same entry fee as the men, then they should get equal trophies to the men.

Again you are right about the distances of 30 and 40 miles being too short for the women's classes. The majority of the women I feel would rather go at least 50 miles; however, sometimes it is impractical if not impossible for the clubs to lay out their course in order that the women's classes and 16 & Under can ride only around 50 miles. Childress and Memphis enduro sponsors both called me to discuss this very subject. The choice lay between stopping these classes short or having them ride the entire length of the enduro as it was impossible to have them stop at any other point. There are very few women that want to ride between 80 and 100 miles at an event as it physically is too tiring for most of the women. We are not trying to make these women prove they are some kind of super-humans - on the contrary, we are still trying to promote this class and make it inviting enough to other women that they will begin to ride. I feel it should be an enjoyable thing - not a "woman" killer. I am of the opinion that if the choice is between a short event or the entire distance - then the club should decide in favor of the short distance.

I agree with your comments concerning the Post Enduro. For the last two years, they have had a vote on several subjects, one of which is whether the women should be drawn with the men's classes for riding positions or be placed in the rear with the "C" class riders. I have voted both times to have the women drawn with and at the same time as the men's classes are drawn. It cannot be fair any other way. Anyone riding T.S.C. events for points should have their name drawn for riding position. The only exception being the "late entry" and the "C" class riders. The first year the Lubbock club chose to put the women at the end, they rode in front of the "C" riders. Lynett zeroed the course. This year they were mingled in with the "C" riders and Lynett definitely feels that this cost her several points because of the traffic problem.

I have been riding enduros for about six years now and in all that time, I have found that 99% of the women that I have come up behind at an enduro would move over, as soon as it was possible, and let me pass. I wish I could say the same for some of the slow riding men at these same events.

Gene, it is letters like your's and others that let me and the clubs putting on these events, know the enduro rider's thoughts and concerns and by these very letters and comments -- we will make the T.S.C. grow each year .

Thank you,

RAPID MEMO

TO	FROM
Roy Pool 704 Brownstone Euless, Tx, 76039	Lyndon Holcomb 202 W. 27th Houston, Tx, 77008

SUBJECT: TSCEC & SERA Enduros

DATE: 12-16-76

MESSAGE

Roy: Recently I contacted Bob Wood, 2417 Michigan Ave, Metairie, La, 70003, who is the chairman of the SERA, concerning the possibility of the Gulf Coast Enduro being both TSCEC & SERA. He is sending me a rule book and wants to obtain a TSCEC mailing list. Also, he is coming to the Houston races & bike show at the end of January and wants to discuss some type of joint enduro & other topics that are of common concern to all of us. If you would send him a mailing list, he would appreciate it. I assume you are coming here for the races. ~~SIGNED~~ If so, you can call me at

REPLY

862-1458 or 861-0842 when you get to Houston (Bob is going to do the same) so we can arrange a meeting that is convient for everybody. I sent him a copy of our rules. If you have an extra copy I would appreciate you saving it for me and maybe I could get it at Ft. Hood.

Hope you & Lynett have a merry Christmas & a happy new year.

Lyndon Holcomb

SIGNED

DATE

FORM 95-172 © TRIP.
A SOORUM & PEASE PRODUCT

THIS COPY FOR PERSON ADDRESSED

Fort Hood Dirt Riders Club

P. O. Drawer A
Fort Hood, Texas 76544

FHDRC

23 December 1976

Ms. Judy R. Benson
Assistant Editor
TEXAS MONTHLY
P.O. Box 1569
Austin, Texas 78767

Dear Ms. Benson:

As an avid reader of TEXAS MONTHLY, I have always been impressed with the ability of your magazine to capture the essence of a very large, diverse and vibrant society and the beauty of its surroundings. I am writing to you hoping that I can interest you in publishing an article on a surprisingly large segment of that society that displays an uncommon spirit of adventure.

The dirt bike riders that compete on the Texas State Championship Enduro Circuit (TSCEC) enthusiastically travel hundreds of miles to appreciate the best and challenge the worst terrain that the great state of Texas has to offer.

The TSCEC consists of an annual series of 13 enduros held throughout the State. An enduro is a timed cross-country motorcycle event designed to test a rider's skill, endurance, planning, and mechanical expertise. Competitors negotiate rather long courses that take several hours to complete at prescribed speeds and attempt to arrive at secret check points set up along the course at their prescribed time. Penalty points are assessed for being either early or late. The winner in each of several classes is the rider with the fewest points.

While the prescribed speed is usually a brisk pace, it is generally within the capability of most riders. However, unforeseen difficulties such as mechanical breakdowns or delays at obstacles usually results in a hectic game of catch-up.

The top riders for each year are selected based upon their performance at each of the enduros held during the year. The competition is serious, and these events attract a very large number of riders and large crowds of spectators as well.

If you are interested in telling this story, I believe that our enduro scheduled for January 23rd will provide an excellent focal point. There are several reasons why this is the one to see. First, it is hosted by the Fort Hood Dirt Riders' Club which is the oldest and largest military motorcycle club in existance. The manner in which the military organizes and conducts these colorful events is a show in itself and has prompted the praise of many visiting riders in the past. The enduro will be conducted on the military reservation and the terrain will certainly challenge the abilities of the riders which will, in turn, amuse the spectators. Because we are centrally located in the state and the notoriety of our course, we expect 700 to 1000 riders and 5 times that many spectators. Finally, we are making special efforts to accomodate the press and spectators.

I feel your readers will like this story. If you desire further information, please write or call me at AC 817-532-9186/9398.

ARMAND E. RACINE
Vice President
Dirt Riders' Club

CF: FHDRC Advisor
FHDRC Reading File
PSD, G1, III Corps
FHDRC Publicity Officer
FHDRC Event Coordinator
III Corps PA Office
TSCEC Chairman

after Fort Hood drop out of the ~~TSCEC~~ TSCEC because the TSCEC wouldn't go Total AMA they ask after about two years they ask if they could get back in the TSCEC and we ok

Fort Hood Dirt Riders Club

P. O. Drawer A
Fort Hood, Texas 76544

3 November 1976

Mr. Roy Pool
704 Brownstone
Euless, Texas 76039

Dear Roy,

Arrangements for the January 23, 1977, 4th Annual Cowhouse Enduro are progressing according to schedule, and we're really looking forward to putting on the high quality of event that characterizes the Circuit.

One question has arisen, however, that we hope you can help us with, and that concerns the matter of rider and spectator insurance. From what company do most of the Clubs obtain such insurance, and what is the approximate cost involved?

Some of the Circuit riders in the Club have indicated that at least some of the Clubs do not obtain insurance for their circuit enduro events and rely instead on the "release statement" portion of each rider's entry form. In the opinion of Fort Hood's Staff Judge Advocate's Office, a "release statement" is of little or no value whatsoever if, in fact, a suit claiming negligence arises as a result of any injury/death sustained by a participant during the event. If a spectator were to be injured or killed there is not, of course, even a "release statement" to fall back on.

It is very important to us to understand how the other Clubs in the Circuit handle the matter of insurance. If we obtain insurance or demonstrate to Army authorities that insurance is not required for either spectators or participants, the level of support we receive from the military will be greatly increased. With a more active role by the Army, the quality of our enduro could not help but be enhanced.

We'd most appreciate your attention to this matter.

Sincerely,

THOMAS P. CYR
CPT, TC
FHDRC Custodian

CF: PSD, Gl, III Corps
CH, Mtsrts, Outdr Rec,
Rec Svcs

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

November 10, 1976

Fort Hood Dirt Riders Club
P. O. Drawer A
Fort Hood, Texas 76544

Attn: Mr. Thomas P. Cyr

RE: Yours of November 3, 1976

Dear Mr. Cyr:

I have checked with some of the circuit clubs regarding their policy toward insurance on their circuit events.

The Trailblazer's of Fort Worth advise that they have obtained insurance through A.M.A. for the approximate cost of $250-$300 in the past. They, however, have used only the "release" agreement recently.

Insurance is extremely high as you may have already found out. Most of the clubs depend on the "release" on the entry blank and hope for the best.

I apologize for not having more complete information for you at this time. I suggest you contact some of the clubs direct for more information. The Lubbock Track & Trail Riders, Houston TRH and the Amarillo Track & Trail are among some of our more organized clubs and have more experience in the matter.

The mailing label list is in the mail to you and should reach you soon if it hasn't already arrived.

Looking forward to the Fort Hood event. Let me know if I can be of assistance in other areas.

Sincerely,

Roy E. Pool, Chairman
T.S.C.E.C.

lp

Fort Hood Dirt Riders Club

P. O. Drawer A
Fort Hood, Texas 76544

October 1, 1976

Dear Mr. Pool,

Reference your letter of August 11, 1976 concerning an available computer listing of Texas enduro riders.

Please furnish the Dirt Riders' your free computerized listing of the names and addresses of of the Texas enduro riders, and additionally, please provide us the same listing printed on gummed mailing labels for which we'll assume a charge of $10.00. Army paperwork requirements necessitate the presentation of a billing prior to the authorization of payment, so we kindly request that you provide us a bill so we may initiate prompt payment action.

We are very excited at the prospect of sponsoring our first enduro under the auspices of the Texas State Championship Enduro Circuit, and I personally very much look forward to meeting you.

Sincerely,

THOMAS P. CYR
Captain, U.S. Army
FHDRC Custodian

Austin, Texas
May 27, 1976

Dear Roy and Lynette:

Just a line to enclose the 50.00 deposit for the Rickne Encuro on Sept 12th.

We are sorry that neither Jimmy or Troy can not be at the circuit meeting. But whatever you'll vote on will be o. k. with us.

Let us know for sure about the results of the meeting.

Expecially how to separate the B from the A Riders for the 76-77 Circuit.

You have our authority to vote for us by proxy.

Thanks

Jimmy Fojtik

Troy Taylor

Vote on whether or not proxy votes will be allowed!

yes ——

no ✓ —— majority

CRS

ROY -

AS A RESULT OF THE RECENT DECISION @ STAN'S EVENT, I RE-READ THE "GUIDELINE HANDBOOK" TO 74-75. I CAN, NO WHERE IN THIS HANDBOOK, LOCATE A CLAUSE STATING YOU MUST BE A "LEGAL FINISHER" TO QUALIFY FOR CIRCUIT POINTS.

SINCE THIS WAS USED AS A MAIN ISSUE FOR DISQUALIFICATION OF THIS ENDURO FROM THE TSCC,

CRS

I REQUEST A NEW VOTE TO RE-INSTATE THIS EVENT ON THE 74-75 CIRCUIT AND OBTAIN EVENT RESULTS FROM STAN WALKER TO DETERMINE CIRCUIT POINTS.

PLEASE RESPOND ASAP

PHIL GRNOT
7845 FONDREN
HOUSTON, TEXAS
77036

Phil

in regard to Star's Event I have call 4 of the people that was at the meeting and ask them what they though was the main issue for Disqualification and each one of them said that they though it was a because of the masking and that so many people got lost. and that is the way I though too. even though it would give me T.S. Point because I won second place in my ~~[illegible]~~ class. I am not going to carry this any furser.

As for the rule of Legal Finish I can't find it in the Guideline handbook but I went back to my notes that I got at the Waco meeting and found it. It was surposed to be in the rules and I guess it was overlook when the rule where make up, and sence we have beening using this rule all the way this years I though we should use it in the last three and hope it doesn't come up again this years

if you can prove Carlisle Langley is a resident of La. I will have

the Committee write what to do with him. I have his address as R.R. 2 Box 414 Mallinville Tx 75650.

and for rule 12 about trophies ~~thieves~~ for the S.C. Award book and also not getting to club.

I will keep and cherish your autograph for me.

thanks

Tracy

Lynell come up with and drop out at Compelion in the women class to make this work. it work great

SCORING COMMITTEE PROPOSAL

Lynell and her Committee Did a great job

A CENTRAL SCORING COMMITTEE WILL BE SET UP FOR THE PURPOSE OF HANDLING ALL SCORING AT ALL TSC EVENTS. THE COMMITTEE SHALL CONSI OF A CHAIRMAN (TO BE APPOINTED BY THE TSC CHAIRMAN) AND A SUITABLE NUMBER OF COMMITTEE MEMBERS, TO BE SELECTED BY THE COMMITTEE CHAIRMAN, TO STANDARDIZE AND ADMINISTER THE SCORING OF ALL CONTESTANTS AT ALL TSC EVENTS.

THE COMMITTEE WILL BE RESPONSIBLE FOR THE FOLLOWING:

1. CONTESTANTS WILL PRESENT THEIR SCORE CARDS TO COMMITTEE MEMBERS (A) IN A PRE-DETERMINED AREA IMMEDIATELY UPON COMPLETION OF THEIR LAST CHECKPOINT.

2. COMMITTEE MEMBER WILL SCORE CARD AND OBTAIN RIDER'S SIGNATURE UPON CONCURRENCE OF HIS OR HER SCORE.

3. IF A PROTEST IS LODGED ON A CHECKPOINT, GAS STOP DISQUALIFICATION, ETC., THE CARD WILL BE FIGURED AND SCORED "AS IS" AND PLACED ASIDE (NOT TO BE POSTED) UNTIL PROTEST DECISION IS FINALIZED BY HOST CLUB OR CIRCUIT PROTEST COMMITTEE. CARD WILL BE RE-EVALUATED SHOULD THE PROTEST BE ALLOWED IN CONTESTANT'S FAVOR AND THEN PROCESSED FOR POSTING.

4. AFTER CARD IS SCORED, IT WILL BE GIVEN TO COMMITTEE MEMBER (B) WHERE IT WILL BE RECORDED DIRECTLY INTO THE OFFICIAL T.S.C. MASTER SCORING BOOK.

5. THE CARD WILL THEN BE GIVEN TO COMMITTEE MEMBER (C) AND POSTED ON POSTER BOARD IN PROPER CLASS AND WILL BE DISPLAYED IN SUCH A MANNER SO THAT SPECTATORS AND CONTESTANTS WILL BE ABLE TO VIEW RESULTS IMMEDIATELY UPON COMPLETION OF SCORING BY COMMITTEE.

6. UPON FINAL POSTING OF ALL CONTESTANTS SCORE CARDS, A 30-MINUTE PROTEST PERIOD WILL BEGIN AND WILL BE SIGNIFIED BY THE OFFICIAL T.S.C. SIREN.

7. AFTER 25 MINUTES OF THE 30 MINUTE PROTEST PERIOD HAVE ELAPSED, THE SIREN WILL BE SOUNDED TO ANNOUNCE THE TROPHY PRESENTATIONS TO BEGIN WITHIN 5 MINUTES.

100cc CLASS:

STARTING NUMBER	NAME	CYCLE	TIEBREAKER	POINTS LOST	PLACE
2-A	ED WADLEY	PEN			
24-D	JODY COKER	PEN			
30-D	JOE DIXON	HOD			
46-E	BILL JENNINGS	PEN			
49-B	PAT EASLEY	PEN			
61-C	JACK W. MOSS	PEN			
62-D	PHIL PAYNE	PEN			
68-A	BILL FELTOR	HOD			
71-E	E.W. BRYAN	PEN			
74-A	DAVID THEIS	PEN			
80-B	RON ALTON	PEN			
89-C	DON WILLIAMS	HOD			

100cc CLASS:

STARTING NUMBER	NAME	CYCLE	TIEBREAKER	POINTS LOST	PLACE
2-A	ED WADLEY	PEN	2:46	1	1
24-D	JODY COKER	PEN	24:16	2	3
30-D	JOE DIXON	HOD	30:02	5	
46-E	BILL JENNINGS	PEN	46:61	5	
49-B	PAT EASLEY	PEN	49:19	2	2
61-C	JACK W. MOSS	PEN	60:04	6	
62-D	PHIL PAYNE	PEN	64:51	3	
68-A	BILL FELTOR	HOD	70:02	12	
71-E	E.W. BRYAN	PEN	71:40	6	
74-A	DAVID THEIS	PEN	75:21	5	
80-B	RON ALTON	PEN	86:42	33	
89-C	DON WILLIAMS	HOD	90:59	4	
					(3)

100 CC CLASS:

RIDER #	RIDER NAME	CYCLE
2-A	ED WADLEY	PEN
24-D	JODY COKER	PEN
30-D	JOE DIXON	HOD
46-E	BILL JENNINGS	PEN
49-B	PAT EASLEY	PEN
61-C	JACK W. MOSS	PEN
62-D	PHIL PAYNE	PEN
68-A	BILL FELTOR	HOD
71-E	E.W. BRYAN	PEN
74-A	DAVID THEIS	PEN
80-B	RON ALTON	PEN
89-C	DON WILLIAMS	HOD

RIDER #	RIDER NAME	CYCLE	CK. 1	CK. 2		CK. 3	CK. 4		TOTAL
2-A	ED WADLEY	PEN	0	2.46	0	0	1	1	1
24-D	JODY COKER	PEN	1	24.16	0	0	1	3	2
30-D	JOE DIXON	HOD	0	30.02	0	3	2		5
46-E	BILL JENNINGS	PEN	0	46.61	0	2	3		5
49-B	PAT EASLEY	PEN	0	49.19	0	1	1	2	2
61-C	JACK W. MOSS	PEN	0	60.04	2	2	2		6
62-D	PHIL PAYNE	PEN	1	64.51	2	0	0		3
68-A	BILL FELTOR	HOD	3	70.02	2	3	4		12
71-E	E.W. BRYAN	PEN	4	71.40	0	0	2		6
74-A	DAVID THEIS	PEN	0	75.21	1	2	2		5
80-B	RON ALTON	PEN	5	86.42	6	10	12		33
89-C	DON WILLIAMS	HOD	2	90.59	1	1	0		4

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

July 29, 1977

TO: All TSCEC Enduro Clubs

SUBJECT: Scoring Committee

Gentlemen:

The TSCEC Scoring Committee will be available to score your event for the 1977-78 season.

A formal written request, from your club at least one month prior to your event, must be sent to the Scoring Committee Chairman, Lynett Pool, for the scheduled use of the committee at your event.

Upon written request, the Scoring Chairman will contact your enduro chairman with specific instructions concerning the scoring requirements to be handled prior to the event by your club. All socring will be done by the "Standardized Scoring Method" as presented at the Summer Planning Session in June, 1976. A copy is attached for your information.

If you have further questions concerning the Scoring Committee, you may either write or telephone Lynett at 817-267-5078.

Sincerely,

Roy

Roy E. Pool,
Chairman

lp

Encl.
cc: All TSCEC Clubs
Scoring Committee Members

STANDARDIZED SCORING METHOD

A standardized scoring method has been set up for the purpose of handling scoring at all TSCEC events. The following procedure will be the standard method of scoring:

1. Contestants will present their score cards to scoring committee immediately upon completion of their last checkpoint. A pre-determined scoring area will be designated by the host club.

2. Scoring committee personnel will score card and obtain rider's concurrence (by signature) of his or her score.

3. If a protest is lodged on a checkpoint, gas stop disqualification, etc., the card will be figured and scored "AS IS" and placed aside (not to be posted) until a protest decision is finalized by the host club or Circuit Protest Committee. Card will be re-evaluated should the protest be allowed in contestant's favor and then processed for posting.

4. After card is scored, it will be given to a scoring committee member where it will be recorded directly into the official TSCEC Master Scoring book (TSCEC point book).

5. Card will then be given to scoring committee member and posted on poster board in proper class and will be displayed in such a manner so that spectators and contestants will be able to view results immediately upon completion of scoring by committee.

6. Upon final posting of all contestant's score cards, a 30-minute protest period will begin and will be signified by the official TSCEC siren.

7. After 25 minutes of the 30-minute protest period have elapsed, the siren will be sounded again to announce the trophy presentations to begin within 5 minutes.

*NOTE: A central scoring committee has been set up for the purpose of handling scoring, upon written request by host club at least one month in advance, at TSCEC events. The committee will consist of a chairman (to be appointed by the TSCEC Chairman) and a suitable number of members, to be selected by the scoring chairman. Purpose of the committee is to standardize and properly administer the scoring of all contestants at all TSCEC events.

100cc CLASS:

STARTING NUMBER	NAME	CYCLE	TIEBREAKER	POINTS LOST	PLAC

~~EXAMPLE: TSCEC MASTER SCORING BOOK FORMS~~
WILL BE SUPPLIED BY TSCEC CHAIRMAN

(1)

100cc CLASS:

STARTING NUMBER	NAME	CYCLE	TIEBREAKER	POINTS LOST	PLACE
2-A	ED WADLEY	PEN			
24-D	JODY COKER	PEN			
30-D	JOE DIXON	HOD			
46-E	BILL JENNINGS	PEN			
49-B	PAT EASLEY	PEN			
61-C	JACK W. MOSS	PEN			
62-D	PHIL PAYNE	PEN			
68-A	BILL FELTOR	HOD			
71-E	E.W. BRYAN	PEN			
74-A	DAVID THEIS	PEN			
80-B	RON ALTON	PEN			
89-C	DON WILLIAMS	HOD			

EXAMPLE: TSCEC MASTER SCORING FORM

CHAIRMAN WILL PROVIDE FORMS, CLUB IS TO COMPLETE AS SHOWN AFTER DRAWING.

100cc CLASS:

STARTING NUMBER	NAME	CYCLE	TIEBREAKER	POINTS LOST	PLACE
2-A	ED WADLEY	PEN	2:46	1	1
24-D	JODY COKER	PEN	24:16	2	3
30-D	JOE DIXON	HOD	30:02	5	
46-E	BILL JENNINGS	PEN	46:61	5	
49-B	PAT EASLEY	PEN	49:19	2	2
61-C	JACK W. MOSS	PEN	60:04	6	
62-D	PHIL PAYNE	PEN	64:51	3	
68-A	BILL FELTOR	HOD	70:02	12	
71-E	E.W. BRYAN	PEN	71:40	6	
74-A	DAVID THEIS	PEN	75:21	5	
80-B	RON ALTON	PEN	86:42	33	
89-C	DON WILLIAMS	HOD	90:59	4	

EXAMPLE: FINAL EXHIBIT OF TSCEC MASTER SCORING BOOK

RIDER #	RIDER NAME	CYCLE	100 CC CLASS:
			EXAMPLE: CLUB IS TO FURNISH POSTER BOARD WITH THIS HEADING.

100 CC CLASS:

RIDER #	RIDER NAME	CYCLE
2-A	ED WADLEY	PEN
24-D	JODY COKER	PEN
30-D	JOE DIXON	HOD
46-E	BILL JENNINGS	PEN
49-B	PAT EASLEY	PEN
61-C	JACK W. MOSS	PEN
62-D	PHIL PAYNE	PEN
68-A	BILL FELTOR	HOD
71-E	E.W. BRYAN	PEN
74-A	DAVID THEIS	PEN
80-B	RON ALTON	PEN
89-C	DON WILLIAMS	HOD

EXAMPLE: POSTER BOARD TO BE COMPLETED AS SHOWN AFTER DRAWING.

RIDER #	RIDER NAME	CYCLE	CK. 1	CK. 2		CK. 3	CK. 4		TOTAL
2-A	ED WADLEY	PEN	0	2.46	0	0	1	1	1
24-D	JODY COKER	PEN	1	24.16	0	0	1	3	2
30-D	JOE DIXON	HOD	0	30.02	0	3	2		5
46-E	BILL JENNINGS	PEN	0	46.61	0	2	3		5
49-B	PAT EASLEY	PEN	0	49.19	0	1	1	2	2
61-C	JACK W. MOSS	PEN	0	60.04	2	2	2		6
62-D	PHIL PAYNE	PEN	1	64.51	2	0	0		3
68-A	BILL FELTOR	HOD	3	70.02	2	3	4		12
71-E	E.W. BRYAN	PEN	4	71.40	0	0	2		6
74-A	DAVID THEIS	PEN	0	75.21	1	2	2		5
80-B	RON ALTON	PEN	5	86.42	6	10	12		33
89-C	DON WILLIAMS	HOD	2	90.59	1	1	0		4

~~EXAMPLE: FINAL EXHIBIT OF COMPLETED POSTER BOARD~~

TEXAS STATE CHAMPIONSHIP
ENDURO CIRCUIT

April 21, 1976

RE: T.S.C. Summer Meeting

Dear ,

The 1976-77 organizational summer meeting for the Texas State Circuit will be held June 6, 1976, at the Western Hills Inn, Hwy. 183 & Hwy 157 in Euless.

The meeting will begin at 9:30 a.m. Please come prepared to spend most of the day in the meeting. Room accommodations and limousine service from DFW Airport will be available by calling 817-283-1531. The airport is approximately 8-10 miles or a 15-minute drive from the Inn.

Area attractions include Six Flags Over Texas just six miles south of the Inn.

I would like to have two delegates present from each club. Your representatives should come prepared to vote on issues in the best interest both for the circuit and the club. Each club should select a date you want your T.S.C. enduro on in the 76-77 season. But also come prepared to change your date to an alternate in the event another club has chosen the same date and because of a land owner or other valid reason - they are unable to change their original date.

The only pre-scheduled date on the calendar is the Rockne Enduro (Austin) who will be hosting the 75-76 Awards Banquet in conjunction with the first scheduled event on September 11 & 12, 1976.

Per our 75-76 rulebook, enduros may not be scheduled on consecutive weekends without a majority vote of the committee members. I would also encourage you to try and schedule around the A.M.A. National Enduros, if possible. I have listed on the attached sheet possible open weekends for your consideration.

I am enclosing a copy of our rulebook. I feel our rulebook is fairly accurate in that it contains the basic guidelines we want our enduros to conform to. I plan to discuss each rule for any changes, revisions or deletions the committee members feel may apply. Any thoughts or ideas that your club may have will also be open for discussion by committee members.

The new division of Class A and Class B riders will become effective with the start of the new season. Please discuss this new division with your club and have your committee representatives prepared to discuss it at the meeting.

I am looking forward to seeing you at the June 6 meeting. Please have your club forward the name of the two representatives that will be attending to me by May 15. Do not hesitate to contact me if you have any questions concerning any phase of the meeting.

Sincerely,

Roy Pool
704 Brownstone
Euless, TX 76039
817-267-5078

P.S. Please inform any circuit riders that the Et Cetera Enduro scheduled for May 23, 1976 in the Houston National Forest has been cancelled because of land closure.

cc:
Jack Henry - Odessa
Troy Taylor/Jimmy Fotjik - Austin
Ray Buck - Houston TRH
John Holley - Euless Stumpjumpers
David Lewis - Lubbock
Steve Jones - TX Gulf Coast
C.F. Powell - San Antonio
Don Culpepper - Ft. Worth Trailblazers
Jerry Chitsey - San Angelo
Glen Pepper - Alpine
Ray Leatherwood - Childress
Amarillo Track & Trail

Possible Dates:

September 12	Rockne Enduro & Awards Banquet
September 26	
October 10	Odessa National
October 24	
November 7	
November 14	Tulsa National
November 21	
December 5	
January 9, 1977	
January 23	
February 6	
February 20	
March 6	
March 20	
April 3	
April 17	
May 8	
May 22	

June 5 - Summer Organizational Meeting (1977)

KLBK radio 1340

Grayson Enterprises, Inc. ● 7400 University, Lubbock, Texas 79408 ● Phone 806 745-2345

Lubbock Trail Riders Newsletter

October 26, 1976

It's almost time for the enduro and there is a lot of work to get done this weekend. Everyone needs to come down Saturday and Sunday and help out. We must cover the course with tape and arrows this weekend.

Next Tuesday night is the last meeting before the enduro. Everyone should try to attend.

The club has voted to have a New Years Eve Party. We need two volunteers to serve as chairmen.

The next circuit enduro is Childress, after ours, of course. That will be the half way point on the circuit and everyone will have some time to heal up and fix up.

If your wondering where your friends are on the membership waiting list, the list is now available at George's Buddy's and Stovall's. Just have your friends stop by these shops.

If your concerned about the land closure in New Mexico please take the time to write and voice your opinion. If we don't take the time to tell them how we feel we have no gripe coming when the area is closed to motorcycles.

Write to: James R. Abbott
Forest Supervisor
Lincoln National Forest
Federal Building
Alamogordo, New Mexico 88310

Here's how the LTR'S placed at Memphis:
Jimmy Birdwell, 3rd-250A, Ralph Carlisle, 3rd OpenA, Coy Collins, 2nd-100B, Buddy Berryman, 1st-200B, Larry Redding, 3rd-250B, Zack Elkins, 1st-OpenB, Earnest Quinn, 2nd-OpenB, Jay Lott, 1st-16 and under, Todd Brady, 4th-16 and under, Buddy and Jay Callaway, 3rd in the buddy class.

Don Dillon crashed before the first gas stop and decided to wait til next time. Gary Timmons broke his arm. Ronald Brady was still thinking about Saturday nights football game and forget to gas his bike. John Alford ran out of gas, wish I'd thought of that idea.

George is not sure what class he wants to ride, but then anyone who drives a corvette should have to ride the open class.

Right now we have 15 Lubbock Trail Riders in the top ten on the circuit.

Isn't it amazing how well Buddy's bike still looks after he's ridden it a few times.....

August 16, 1976

Ray Leatherwood
ENDO News
Box 25
Childress, Texas 79201

Dear Ray:

I have just received the August 5 issue of the ENDO, and I have several questions.

First, I think my subscription is about to expire. How do I tell when it expires?

Second, the address label on my paper appears to have been typed by hand, which is a lot of work. You might want to explore the possibility of using Cheshire labels or adhesive labels produced by the same system used for the TSCEC labels.

Third and more serious, reference your editorial comment about the two TSCEC rules which you don't like. My personal opinion is that your comment was a very cheap shot at the Circuit, and was entirely unnecessary.

If you have a problem with some of the rules, I feel that you should tell your readers which rules you object to, and what you think is wrong with them.

Your additional comment about 'two or three (people) who must try to conform everyone to their way of thinking' was even a cheaper shot. The TSCEC is not perfect, but instead attempts to provide an enduro environment reflecting the desires of the vast majority of Texas enduro riders.

The TSCEC is, I believe, always willing to listen to constructive criticism which will result in better Texas enduros. I would prefer that destructive, caustic journalism not degrade your fine publication.

With kindest personal regards,

Bill

Bill Pando.

BP:jb

cc: Roy Pool

LETTER TO THE EDITOR COLUMN:

I would like to say that Lynett and I enjoy the "Texas Endo" because it is about enduroes and that is what we like and we hope that your paper makes a go of it.

In the San Angelo enduro, I was talking to everybody that I could get to listen to tell them that they should get hold of a copy of the "Texas Endo" and read it and then support it by sending in $4.50 for a subscription.

I got one reaction from one of our top riders that was typical. Henry Bostick said that he read the "Texas Endo" but didn't think it had enough in it. And I read the same comment in this same column last month - - but I say to Henry and to that other guy that wrote in last month and to anyone else that feels this way - - when a man is trying to get something started just strictly for the enduro people, he deserves our support not our criticism. If we don't think there is enough in the paper, then we should sit down and write and article or take a picture and send it in to be published. If everyone that bothered to comment about the paper would write just one article for it to support it - then the enduro riders would indeed have as much to read about in "their" paper as the motocrossers do in their so-called paper.

I feel the interest in enduroes is every bit as keen as the motocrossers and I feel that we have just as much, if not more, to write on and to comment about - - so don't just sit and complain but instead, sit down and write your thoughts and reactions to the last enduro you participated in. After all, that is exactly what James Ray of Austin does when he writes an article about an enduro. Or Lynett or me or anyone else that writes an article for any newspaper. So take a few minutes the next time you read the "Texas Endo" and consider the fact that this little paper is the only one of it's kind strictly for you and me, the Texas Enduro riders.

Sincerely,

Roy E. Pool

March 1, 1977

Mr. David Lewis
Lubbock Trail Riders
2802 34th St.
Lubbock, TX 79410

Dear David,

Received your letter and yes, I agree with you, there are several rules that need to be clarified by the addition of word or words to fully bring out the true meaning in the rule.

You are assuming right in that the lowest scores will be dropped from the total accumulated points. If there are 13 enduros, there will be 5 (of the worst scores) dropped.

If there are 12 enduros, there will be 5 dropped. If there are 11, then 4 will be dropped. If there are 10, there will be 4 dropped.

The word "attended" should be included in this rule to help clarify its meaning.

Your average score would be 81 divided by the 5 that you attended giving 16.2 average in place of your club event.

We have discovered several rules where words need to be added to help clarify the meanings. I appreciate your bringing this to my attention and I have duly noted it for discussion at the annual meeting in June.

Thanks for your letter.

Sincerely,

Roy Pool

mlp

I have underlined the word "attended" because it definitely appeared in the rule which was accepted, and is the point which I would like you to clarify because it does not appear in the Handbook.

I have attended five of the eight circuit enduros thus far this season and have accumulated 81 points in my class. One of the three I didn't ride in was my club's enduro in which club members are required to work and are not allowed to compete. If the season were to end now, would my average score be 81 divided by the 5 I attended, giving 16.2, or would it be 81 divided by the 8 there were, giving 10.125? I hope you will agree that using the total number of enduros to calculate the average, rather than the number attended, would undermine the purpose of the rule which is to avoid penalizing the circuit riders who support the circuit not only by attending as many events as possible, but also by helping to provide an enduro for others to ride in. The averaging concept was intended to offset a particular handicap by awarding working club members the number of points they could have reasonably expected to attain had they been allowed to enter their own event.

I eagerly await your response, and I want to add my personal thanks to you and Lynett for all the work you have done in organizing and administering the T.S.C.E.C. We Texans have more and better enduros to ride in than anybody else, and I'm very appreciative of that fact.

Yours truly,

David L. Lewis
2616 77th Street
Lubbock, Texas 79423

DLL/lm

February 16, 1977

Roy E. Pool, Chairman
Texas State Championship Enduro Circuit
704 Brownstone Street
Euless, Texas 76039

Dear Roy:

I have a couple of questions concerning the circuit scoring system which I would appreciate your resolving for me. Both questions relate to wording in the 1976-77 Guideline Handbook which I have found to be different from what I expected.

First, all reference in the Handbook to the dropping of 40% of each rider's worst scores at the end of the season has been eliminated from the scoring section (as opposed to the 1975-76 handbook), and the only reference I have found is in the Miscellaneous Rules section which simply states that "40% of total will be dropped for scoring purposes." (I hope I am correct in assuming that the lowest scores will be dropped, as deducting 40% of the total points accumulated would serve no useful purpose.) My question concerns the number of low scores which will be dropped now that the Stumpjumpers have cancelled their enduro, leaving a total of twelve this season. 40% of 12 is 4.8, and I would like to know if that number will be rounded to 5 or truncated to 4 in determining the number of low scores which will be dropped.

My second question refers to section XIV, sub-section B, paragraph 2 of the Handbook. Having been one of the sponsors of this rule at the circuit meeting last June, I have referred to my notes and found that the rule which I thought was included at that time stated that "Members of circuit clubs that are prohibited from riding their enduros by their club's rules should have their scores at all circuit enduros <u>attended</u> averaged at the end of the circuit season and that average awarded as their score at their own club's enduro," with addendums requiring attendance at 50% or more of the total number of enduros before this averaging could be applied and stating that the average will be figured before the lowest scores are dropped.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Lincoln National Forest
Guadalupe Ranger District
Federal Building, Room 103
Carlsbad, New Mexico 88220

2720
April 11, 1977

Texas Enduro Circuit
704 Brownstone
Euless, TX 79039

Dear Members,

I have analyzed the information gathered through the Environmental Analysis Report procedure, the data presented at the Public Workshop on March 6, 1977, and written comments received from the public concerning the proposal to conduct an Enduro in the Guadalupe Ranger District.

Based on the environmental and social impacts identified, I have denied the application for the Enduro on the route proposed. The analysis shows that a route utilizing existing roads and trails in the area north of State Highway 137 would be an acceptable alternative.

The proponents have been notified of the decision to deny the application and the fact that a route north of State Highway 137 would be acceptable if the event were held outside of high-use periods, such as hunting season.

I appreciate your interest in National Forest Management.

Sincerely,

Allan L Hinds

ALLAN L. HINDS
District Ranger

April 21, 1977

Mr. Richard Choate
52008-2 SH DR Loop
Ft. Hood, TX 76544

Richard:

It was brought to my attention recently, after the Sidewinder Enduro sponsored by San Antonio, that you were seen cutting a fence. You were entered in the 16 & under class on riding #67 (Honda).

There is no rule in the Texas State Enduro Circuit, at this time, to govern actions of individuals who maliciously destroy property or otherwise jeopardizezthe rights of others to enjoy the T.S.C. events, when the loss of land to ride on, is the end result of these malicious acts.

We did not loose this land but we came extremely close to it. Only through the diligent efforts of the sponsoring club members were we able to sooth the farmer on whose land the fence was cut. They had to go back out there and repair the fence and talk to the man a long while in order to keep him from closing the land to future motorcycle events.

Land closure is becoming a very real danger to motorcycle riders everywhere and it only takes one moment of thoughtless conduct like yours to ruin a good riding area for everyone!

We are not going to disqualify you or further embarrass you because of your careless act - but I am going to warn you against doing such a stupid thing again in a T.S.C. event. The next time, I promise you, will be the very last event you will ever ride that is sanctioned by the Texas State Enduro Circuit.

Very truly yours,

Roy E. Pool,
Chairman T.S.C.

cc: Sidewinder Enduro Club
C. F. Powell
220 E. Huff St.
San Antonio, TX.

FORT SILL DIRT RIDERS' CLUB
P.O. Box 3247
Fort Sill, Oklahoma 73503

31 May 1978

1. The purpose of this letter is to inform you that the Fort Sill Dirt Riders' Club was denied permission to host an enduro on 25 June 1978. A long and frustrating battle occurred between myself and the Post Wildlife Biologist concerning the potential adverse impact of the enduro on the survival of fawns, elk calves, and brooding wild turkeys. He won in spite of the sympathetic attitude of the Commanding General (Jack Merritt).

2. While we did lose this battle it appears we may have won the war. I got a firm commitment from the Director of Engineers, the guy responsible for land and wildlife management, that he would support a request to conduct enduro type events during the August - October and January - April time frame. This time period does not interfere with wildlife reproduction or scheduled hunting periods.

3. I have coordinated with Jerry Scott and placed a call to Earl Schnell for Fort Sill to host an enduro on the Black Jack circuit for 27 August 1978. I expect the route to include about 125 - 150 miles and I'm also working on overnight camping facilities for participants. The success of this event will pretty well determine the survival and viability of the Ft Sill off-road riding efforts and hopefully will extablish it as a regular on the Black Jack circuit (twice yearly).

4. I realize that Jerry Scott had indicated a 90+% probability of the June 25 enduro here and that was based on my optimism and the attitude of the Commanding General but he has to live within the rules too. Please pass the word to enduro riders in your area and I hope to see you here in August.

5. I could use additional ammunition to support my claim that enduro type events are not significantly harmful to land or wildlife. If any of you can help in this area by way of documented studies or historical use of federal land it would surely be appreciated.

ROBERT GIBSON
President
Ft Sill Dirt Riders' Club

Black-Jack Enduro Circuit

Earl W. Schnell
1132 N. Hickory Court
Broken Arrow, Okla. 74012

February 13, 1978

Mr. Pool

The Black-Jack Enduro Circuit accepts the challenge of the Texas Enduro Circuit to a team Vs. team competition at the Post and Tulsa Nationals.

The BJEC has fifteen (15) riders whom we have selected to compete at Post and who have accepted the invitation. We have one rider who will compete at Post but will not compete at Tulsa. Therefore, he will be replaced by another rider from our circuit to keep the total participants at fifteen.

The BJEC proposes that the maximum number of team members be limited to fifteen and that those members be residents of the states scored by the respective circuits. For scoring purposes, we propose that a minimum of the ten best scores per team be used.

For the purpose of determining scores, we propose that the total number of checks be scored, then the total number of points lost per team for both events. Therefore, the team with the most checks and the lowest number of points dropped will be the winner.

The BJEC is looking forward to this competition and to your reply to the aforementioned proposals.

Sincerely,

Earl W. Schnell

Earl W. Schnell
Vern Street

Vern Street

June 2, 1977

Dear Roy,

I'm writing in regard to thefuture plans for women enduro riders. My point of view is somewhat different from either of the ones you sited in the "appeal" letter.

First of all I'd like to voice my opinion on that of drawing the women at the end. I've had very strong feelings about this situation since the Post Enduro two seasons ago that I rode in after being drawn at the end. I'm violently opposed to this procedure. Thinking of this sport from a family point of view the A & B riders are going to contend with women and children riders. Now most important is the safety aspect. The A & B men riders are going to begood enough to get around any obstacle on the course. Whether it is other men, stalled bikes, or WOMEN. If the women are drawn in the rnadom drawing they will be spread throughout the trail and all A & B riders will contend with "Women" on the course.

Now for drawing us at theend. Heaven Forbid! When women A & B riders are lumped with C riders it can be devasting. From personal experience I can tell you the novice, inexperienced, "C" rider holds on to his "male" ego. These riders are not about to pull over and wave a woman rider around them. These riders think they can certainly out ride women, and I have news for them------we have many women on the circuit who can ride on time just like A & B riders. The "C" riders are very much of a hazard to women riders because they are so inconsiderate. Also for the most part beginning riders and they are most unpredictable on the trail. I feel that most of the women riders pull over or wave around riders who are moving at a faster pace than they are. Therefore we can't be termed hazards on the course.

As for the length the women should ride, I like about a 50 mile run. This usually plenty for me and my body. When women start having to ride the entire course I feel you will definetly see a drop in the number of women who are riding the circuit.

Thanks for batting for us Roy. I really appreciate it.

Sincerely,

Martha Chitsey

Martha Chitsey
Concho Cycle Club
San Angelo, Texas 76901

13 April 1979

To: Texas Enduro Circuit Riders

In reply to Don Sanford's letter about his disqualification at the "Ghost Town Enduro" the Trailblazers would first like to make a public apology to Don because he was not notified of the disqualification prior to the protest period. However, it should be recognized that his card was on the board on the "DNF" nail for his class during the protest period. Also it should be made clear that the announcement of his disqualification was not made at the trophy presentation as an attempt to ridicule him but because of circuit policy as announced at the Riders meeting at Fort Hood.

I have found no Trailblazer who feels they were, and I quote, "manipulated into an injustice against (Don Sanford)." The decision was made based on the facts available at the time and no additional facts or questionable items have been discovered that raise any doubt with the Trailblazers about the disqualification being appropriate.

The Trailblazers appreciate the action taken by Roy Pool in offering Don Sanford a circuit hearing although it will not be a pleasant subject to discuss. Our only request, if this item is brought before the circuit protest committee, is to have the facts for both sides and the results of the hearing made public to all circuit riders.

Respectfully,

Rich Briggs
Vice President & Enduro Chairman
Trailblazers M.C.

cc: Roy Pool
Don Sanford

[illegible]

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[illegible] THE MEETING WITH THE CHAIRMAN OF THE [illegible] COMMITTEE. THE [illegible] WAS ADDRESSED TO THE [illegible] AND THE [illegible] WAS ASKED TO SEND HIM [illegible] TO PARAGRAPH 1.

[illegible] ADDRESSED TO THE LATTER [illegible] AGREED TO WRITE A SHORT PARAGRAPH [illegible] THE MEANING OF PROGRAMMATICAL [illegible] WHICH ALSO APPEARS IN [illegible] [illegible] THE REVISED PROJECT AND THE [illegible]

[illegible] THANKED TO [illegible] [illegible] REVIEWED THE CONTENTS OF [illegible] THE [illegible] [illegible] TO DATE [illegible] [illegible] PROCESSES. [illegible] [illegible] [illegible]

AMA DISTRICT 20 HEARS SANFORD GRIEVANCES

AA rider Don Sanford asked for a hearing before the AMA District 20 Committee. This request was a result of his being disqualified at the Ghost Town Enduro for allegedly altering his score card. Mr. Sanford was granted a hearing at the Croton Breaks Enduro at Jayton, Texas, 22 April 1979. Representatives from each participating District 20 club were present along with AMA District 20 Stewart, Lee Watts and Endo News Editor, Ray Leatherwood and Don Sanford.

Mr. Sanford presented his grievances to the committee. He presented a copy of his score card as well as that of Mike Swinney, who was riding on the same number (85) as Don at the Ghost Town Enduro. Swinney's card showed a clear 85. The card of Don Sanford looked like 88 or a marked over 84. Mr. Sanford stated he and two other riders waited outside the check in question until their time came up. They then rode into the check with one rider getting 85 and Mr. Sanford getting 84. Sanford then told the person scoring him he was wrong and created a disturbance. Sanford stated that the score was written over and he had no reason to protest. He stated he did not change his card and that he would have been foolish to do so after causing a disturbance at the check where he would be remembered.

Rich Briggs was then given the opportunity to present the Trailblazer version of the disqualification. Mr. Briggs presented letters from the individual doing the marking at the check along with the original score card of Don Sanford. Mr. Briggs stated the Trailblazers had talked at length with Marvin Youngblood, the check captain, and the person who did the marking and both insisted that Sanford was early at the check and that his card had not been changed at the checkpoint. Marvin Youngblook called attention to Sanford's score card upon discovering that Sanford was the apparent overall winner and had received a zero at his check.

Mr. Briggs stated the Trailblazers would stand pat with their decision on the disqualification because the card was altered and was not initialed by a checkpoint person. After all letters were read and all committee members had examined the scorecards, several questions were asked of Mr. Briggs and Mr. Sanford. Mr. Briggs was asked by one committee member if the Trailblazers would issue a statement that they had not witnessed the card being changed thereby making it one man's word against the other's.

AMA District 20 Stewart, Lee Watts, said he had talked with Paul Watkins, President of the Trailblazers, regarding the announcement of the disqualification at the trophy presentation. Mr. Watts stated Watkins told him he was instructed to make the announcement by the Texas Circuit Chairman because it was a rule. Mr. Briggs verified that this was a true statement, but, Mr. Briggs said that Paul Watkins had since learned that it was not a rule but a statement made at the Ft. Hood Enduro by the circuit chairman. Mr. Briggs agreed that this announcement may have been made in haste by the Trailblazers since they did not verify whether there was a rule regarding the need for a public announcement prior to making it.

Mr. Sanford said he did not wish to pursue a libel suit in court, but he did want a letter from the Trailblazers stating they were only sure of the card being changed outside the checkpoint and had no evidence as to who changed the card. Mr. Briggs agreed to issue the letter in addition to the original statement of the Trailblazers. This followup letter can be read in "Letters" section. The District 20 committee agreed that if AMA rules requiring back-up sheets had been followed the problem could have been avoided.

27 APRIL 1979

TO ALL TEXAS ENDURO RIDERS:

AN AMA HEARING WAS HELD ON SATURDAY, APRIL 21, TO DISCUSS THE DISQUALIFICATION OF DON SANFORD BY THE TRAILBLAZERS. THE RESULT OF THE HEARING WAS A REQUEST THAT THE TRAILBLAZERS ISSUE THIS LETTER TO CLARIFY THE REASON FOR THE DISQUALIFICATION.

DON SANFORD WAS DISQUALIFIED FOR SUBMITTING A SCORE CARD ON WHICH THE SCORE FOR CHECK #7 HAD BEEN ALTERED AND WAS NOT INITIALED BY CHECK-POINT PERSONNEL. DUE TO CIRCUMSTANCES THAT OCCURRED AT CHECK #7 WHILE SCORING DON SANFORD THE CHECKPOINT PERSON IS SURE HE DID NOT ALTER THE CARD. DON SANFORD IS SURE THE CARD WAS ALTERED BY THE CHECK POINT PERSON. THE TRAILBLAZERS CANNOT PROVE WHO CHANGED THE CARD BUT MUST SUPPORT THE WORD OF THEIR CHECKPOINT PERSONNEL. THEREFORE THE DISQUALIFICATION OF DON SANFORD MUST BE UPHELD. DON SANFORD AND THE TRAILBLAZERS HAVE AGREED THAT NO FURTHER HEARINGS ARE REQUIRED.

Rich Briggs

RICH BRIGGS
VICE PRESIDENT & ENDURO CHAIRMAN
TRAILBLAZERS M.C.

TRAILBLAZER STATEMENTS

MARVIN YOUNGBLOOD (Checkpoint Captain) Marvin D. Youngblood

Noticed two helmets in bushes some distance from check but Norman and I decided not to make an issue of it.

Riders finally came in and I noticed Don Sanford was one of the two and when I checked his number against the cards I saw he was close to being hot. He came in first. Norman was scoring his card. Noticed a commotion starting but as I started toward the two of them Sanford rode off. He did not sign the protest sheet.

Norman asked who that rider was and I told him it was Sanford. He said that Don sure was upset because he got burned for a minute early. He said that my daughter had not yet started to flip the card when his front wheel passed the flag (which was several feet in front of the lanes).

These two riders were the only riders to arrive anywhere near the top of their minute the whole day.

Later after sweeping some of the course I walked into the scoring area to see how things were going. They said it looked like Sanford had overall. I said "Even with hot points at my check?" They said, "He zeroed your check but his card wasn't clear." I went to the board, looked at his card, took it to Paul Watkins (Trailblazer President) and his card was marked DQ and hung at the end of his class.

NORMAN DELAMAR (Checkpoint Worker)

Norman DeLamar

Had noticed two riders out in bushes that were stopped but Marvin and I decided to let it go since we could only see their helmets. The two riders came into the check very slow and I noticed they were watching their wristwatch so I watched Marvin's daughter who was flipping the cards and also watched the rider coming into my lane. When he got to the flag out in front of the check I looked to the cards and she was not yet starting to flip the card so I gave him the number that was up. I noted after he got into the lane and before I got his score card that she had flipped the time card. When I wrote down his score on the card he became very upset and asked me who I thought I was and what my name was and made quite a fuss. He was the only rider all day that said anything. When he left I asked Marvin who it was and he said Don Sanford.

I have been asked many times and I am positive that I wrote only one number on his card and had no reason to make a change.

JAY BLACKSHEAR (Signup Saturday Night) APPROVED BY PHONE DSB

Signed up a rider fairly late Saturday night and when I gave him his scorecard his first comment was to the effect that he could get any score he wanted with these cards because he could change them.

I told him if he did we would burn his ___ ___ ___.

I asked a couple of the guys who that was when he walked away and they told me it was Don Sanford.

BILL PINKERTON (Scoring Booth Sunday) APPROVED BY PHONE

Sanford's scorecard was originally scored as on time instead of early because he explained that the card had been changed by the girl working the check because she got mixed up.

RICH BRIGGS (Enduro Chairman)

I was told that the word was out that Sanford had gassed outside the gas stop. I asked if anyone had actually seen him gas up and they said no. I talked to Sanford to get it cleared up in my own mind, found his explanation acceptable, and told everyone to drop it.

Settled the protest filed by Craig Carlisle at check #4.

Went out to find a bike left on the course by Leatherwood's boy.

Returned and was told about Sanford being disqualified. I talked to Marvin and Norman and looked at the card and agreed with the decision.

Told Roy Pool to blow the horn for start of protest period.

NORMAN DELAMARS VERSION OF THE DISQUALIFICATION OF DON SANFORD AT THE 1979 GHOST TOWN ENDURO

Around minute 82 Marvin Younsblood(the checkpoint captain) and myself noticed 2 riders waiting approximately 100 yards back on the trail. We decided not to mark their time then, even though technically we could have.

These 2 riders started toward the checkpoint on minute 84 at a slow pace. The first rider(Don Sanford) came around the bushes in front of the checkpoint and into the chute approximately 2 seconds before minute 85. The second rider, who was following by about 10 feet, came in on minute 85.

I marked Sanfords scorecard with an 84, and noticed he was riding on number 85, and was the only early rider I had scored all day. I returned the card to his cardholder. He opened the holder to check the score, as most good riders do, and complained he should have gotten an 85. He complained some more and then asked my name in a very demanding voice.

I told him my name and location of the protest sheet and pointed toward the protest sheet. He took off but did not sign the protest sheet. I had not known who the rider was, but Marvin told me it was Don Sanford. We lightly discussed the matter, as it was the only problem we had with a rider other than one who had lost his scorecard. I was expecting Sanford to protest being marked a minute early and was prepared to defend my marking of the 84.

After the checkpoint was closed, I swept trail to the finish line and did not come in until after the protest period was over. I looked on the score board for Sanfords score just to satisfy my curiosity, over whether he had gotten out of the early points, but was unable to find his card. I saw Marvin and he told me Don Sanford had been disqualified for turning in an altered scorecard.

I marked Don Sanfords card with an 84.

I did not change the 84 to an 85.

I would have initialed any change.

Norman DeLamar

NORMAN DELAMAR APRIL 17, 1979

FORM NO. 648 G

Dave Mears III
1336 Savannah
Irving, Texas 75062
April 25, 1978

Endo News
P.O. Box 25
Childress, Texas 79201

Attn: Editor

Dear Editor:

The sport of Enduro Riding is showing the first signs of what could be a terminal sickness. This sickness could go by many names, but it is basically "professionalism".

When a sport (especially a racing sport) becomes a setting for winning sums of money, paid solely for winning, the following things invariably happen:

1. The amateur is weeded out.
2. The professional then dominates.
3. Sportsmanship takes a back-seat and eventually dies.
4. Events become totally geared to challenge the professional and the professional's ability.
5. Cheating then becomes commonplace and eventually accepted as a way of life.
6. Eventually, the pro backers become the controlling force in the event itself.
7. Then, the sport, in order to survive financially, must become a spectator sport.
8. In the end, the Enduro, not being a spectator sport, dies.

As this amateur sees it, it is only the sponsoring clubs that can prevent the sport from dying. The answer to the question: 'How can the death of this sport be prevented?', is very simple.

Figure out who supports the sport and design all events around them and their capabilities. Weather and human error will then provide the normal challenge.

I have no quarrel with those persons who are very good at this or any other sport. In fact, I salute them for their ability. They, of necessity then, should seek other competitive events more in line with their ability.

However, this rider feels (and I believe many others agree) that:

1. I, personally, will not return to an event which I did not enjoy until the sponsors of that event convince me that my best interests have been taken into consideration.
2. I definitely will not ever enter any, or donate to any, event in which money, or the winning of money, is the final award.

There may be a place for the professional Enduro Rider, but it is not in "The Texas State Championship Enduro Circuit".

If this sport, as we know it and as we have enjoyed it, is to survive, then

it is solely up to each participating club to decide if it will survive. The Circuit organization can only write rules and regulations as they have done. They cannot check each event for its purpose and challenge. The Circuit Chairman cannot and should not be expected to be accountable for each and every decision that is made by the sponsoring clubs.

This rider has, for the most part, enjoyed riding the various events, riding various terrain, and enjoyed immensely the comradeship of all the fellow riders and their families. I would hate to see this end because of, what this rider considers,a temporary lack of vision of a very small number of people in a few of the sponsoring clubs.

Yours truly,

DAVE MEERS III

DM/dn

cc: Mr. Roy Pool; Chairman, Texas State Enduro Circuit

May 31, 1979

Roy Pool, Chairman
TSCEC
704 Brownstone
Euless, Texas 76039

Dear Roy:

The Bridgeport Lions Enduro Club greatly appreciates the support and encouragement we received from you and from all the other clubs in the TSCEC. We certainly hope to improve our event and make it the best enduro in Texas. We already know that Texas enduros are the best anywhere.

Our preferred date for the 1979-80 season is April 20, 1980. Our second choice would be April 27, and our third April 13.

Attached is a summary of the rule changes we would like to be considered for the 1979-80 season. We will bring to the June 10 meeting some specific reasons and examples showing why we feel these changes should be made. Rick Armstrong and Bill Pando will represent our club at the meeting.

Thank you for a great season, and we are looking forward to a successful Planning Session and another great season next year.

Sincerely,

Bill Pando

Bill Pando
for Ron Sides
and the Bridgeport Lions Enduro Club

BP:jb

BRIDGEPORT ENDURO CLUB
PROPOSED TSCEC RULE CHANGES FOR 1979-80 SEASON

V. Classes:

1. Break Senior Men into 2 classes:

   Sportsman - age 40 to 49
   Senior - age 50 and over

2. Establish an AA overall men class

   - Contains only the Top 10 "A" class riders (79 - 80 season)
   - After 1980 - raise the 4 "A" class winners to "AA", and drop the bottom 4 "AA" riders back to "A".
   - Entry fee at TSCEC events will be waived for AA riders.
   - AA riders sending in an entry blank before the early cut-off date will be allowed to pick their riding number, as much as possible.
   - AA riders, when promoted to the AA class, will receive special helmets (or special AA helmet decals) so they may be easily recognized on the course.

3. Classes would be:

   (Overall Class)
   - AA Men Overall

   (Men's "A" Classes)
   - 0-125 A
   - 126-200 A
   - 201-250 A
   - 251 & Up A

   (Men's "B" Classes)
   - 0-125 B
   - 126-200 B
   - 201-250 B
   - 251 & Up B

   (Other Classes)
   - Women's A
   - Women's B
   - Sportsman Men 40-49
   - Senior Men 50 & Over
   - 16 & Under

4. AA Overall will be the only overall class. There will no longer be any classes, awards, or record keeping for A Overall Men, B Overall Men, or Overall Women.

VI. Classification of Class "A" and Class "B" Men Riders.

Fix the number of "A" riders for the next season at 60 riders. The top "B" riders will be elevated to "A" as it is being done now, and the remainder of the 60 will be picked from the top riders in the "A" class that don't qualify for the AA class. Riders changing displacement classes during the season will have all points from all classes entered, added together for the picking, even though points may not be carried to another class for class standing.

"A" rider names will be alphabetically listed in the TSCEC rulebook. Any Texas rider not picked to be an "AA" or "A" rider may ride either the A class or the B class, whichever he chooses. He may not switch from A to B during the year.

XV. Scoring

1. Stop giving 22 points in class to the overall winner. The 22 point system causes score-averaging and class tie-breaking to be unfair. Class ties should be broken based on class performance, not on the performance of riders in the other classes. Scoring will strictly be based on 20 points for first place, down thru 1 point for twentieth place.

2. Score Averaging

- Club members may work their own club's event and use an average score for that event.

- Riders are allowed to average only 1 enduro per season.

- A rider's average score will be figured by adding his best scores for the number of events to be counted this season, minus 1 event, and dividing by the number of events to be counted, minus 1. If any remainder exists, round upward. This is the way most riders think that averaging is being done now, but it is not.

XVI. Ties

At the close of the enduro circuit season, any ties for class standing will be broken in the following manner:

Total number of 1st place class wins
Total number of 2nd places in class
Total number of 3rd places in class
etc.

If a tie still exists, then two trophies will be awarded.

XVIII. Trophies and Medals

1. As previously proposed, do away with Overall A Men, Overall B Men, and Overall B Women.

2. Give medals instead of trophies in the "A" classes at all events.

   - Cheaper for clubs
   - Bigger and better trophies for "B" riders
   - Allows more places awards in "A" classes

     1st Place in class - Gold Medal
     2nd Place in class - Silver Medal
     3rd,4th, & 5th - Bronze Medals

1981

LIST OF CONTENTS:
Mud Survival Pack

1. Team Kawaski Racing Stickers - Since not everyone has the foresight to buy a lime green motorcycle we have enclosed these stickers, maybe you can get your cycles to believe that they are Kawasakis and keep running.

2. Five foot tow rope - Maybe you will be able to get a tow from someone that does have a Kawasaki, since even team green stickers don't always work on T.I. 175's optional use of rope should be obvious.

3. Knapsack (pack) - This handy little item has been designed for field use by Team Yamaha and we feel is quite adaptable for your mud survival pack. (note handy cross bar stapes).

4. Camper's Digest - "All New 2nd. Edition" A very useful tool in planning any hiking or camping adventure-note section titled "Off-Beat Camp Trips".

5. Lensatic Compass by Texsport - To be used for cross country travel - always points to nearest bar.

6. Bill Harper Series Turkey Call - Since there is strength in numbers, you'll want to be able to keep everyone together - also may be used to signal for help - Be sure to check local hunting seasons before using.

7. Combination Padlock - This handy little item should be used to secure your bike against wetbacks in the event you can't convince it that it is a Kawasaki (see racing stickers listed above).

8. Book by Ainsworth - This little inspirational publication should be very helpful in convincing everyone that someone has to lead.

9. Baseball Cap - To be used with book listed above to insure trust.

10. Survival Food - 7½0z. package high energy survival food. Also may be used with slingshot for procurement of camp food. Note:Slingshots may be made from forked branches and rear tube

11. First Aid Kit - Newest Hikers first aid kit by curity - These 10 item kit is a must for anyone considering a long hike. - Group leaders responsibility.

12. #525 Trail Marking Kit- This little unit will be very helpful in marking trails and insuring that you can find your way back to your motors - also may be used as face paint if need to raid farms or small villages should arise-This way you will help preserve the good image of Enduro Riders and let the indians take the blame. NOTE: Caution should be taken to insure that Bobby Pickard wears his helmet during daylight raids - there hasn't been a blond haired indian since Quanna Parker.

13. Survival Light - A very handy item if your trip should last until after dark - may also be used at night to send signals or signal low flying Boarder Patrol Planes- caution advised.

14. Hike Master's Ear Plugs-Every good leader must have time to himself to think - screaming, crying and cursing of a dozen people can be very distracting.

15. Educator Approved Travel Game - This little device has been proven time and time again to be quite useful in helping to while away the hours of a long trip - optional uses with removal of ball and string.

16. Bic Survival Lighter - Same as used by British Soldiers during Batton Death March. It's engraved message has different meanings to different folks. Discontinue use after 30 minutes of cursing. Optional use - setting fire to Farms, Villages or motorcycles.

17. Bullet Hole Decals - Apply liberally over abandoned motorcycles - always remember when you have to walk out - it's your story, might as well make it a good one. -

18. Zipees - This economical form of transportation should be used once hard top road has been reached and someone needs to go for tow truck.

19. Spanish Dictionary - To be used to negotiate with Tow Truck Drivers.

GOOD LUCK !

1981

Dear Roy,

God, But I hate mud. I'm sure that you and many others within the circut feel the same way after the Fort Hood and Terlingua Enduros this year. Although several of us didn't seem to endure the hardships and humulation suffered by some, it does bring to mind that you're not getting any younger. "Wait" don't get mad. It's just that we worry about you. We also know from our own experience that everyone, especially the new riders, look to you for guidence and inspiration when tackling a bad section. Many times I've heard the question, after a severe seduction from Mother Nature, "How did Roy do"?

Knowing the responsibility that people have heaped upon your shoulders, and again considering your advanced age, we feel that it's time to take a little precaution against another Terlinqua and to help you be better prepared to again be the inspirational leader of men and women you have shown to be in past emergencies.

We have enclosed for your consideration, a "Mud Enduro Survival Pack". We feel that you will find this handy little item a real life saver in the event of another freak fickled shot from Mother Nature. While this survival pack may not include all the things you wish to carry, (list included) I'm sure you will agree that it is a very good start. But, like the tools in your fanny pack, experience is the best teacher. Since you have always persisted in riding a Yamaha T.I., you are surely very adapt at adding new items to your fanny pack. Just approach the survival pack the same way - "You can never carry too much".

Best of luck in "82".

The Phantom Mud Duck

attachments:

TSCEC Protest Committee Meeting -- May 1, 1982

Club Representatives:

Thurber - Barry Franklin
Mike Braswell

Scottsville - Carlisle Langley
Elmer Almond

Sidewinders - Charlie Greer
Gary Palmer

Odessa - Don Sanford
Byron Patterson

Concho - Joe Dixon
Clif Phillips

Fort Hood - B. J. Cummings
Gary Parker

Memphis - Jack Moss
Tom Cope

Houston - Rich Rulau
Chris Hardy

Rockne - Will Hendrix
Leo Anderson

Post - George McMahan

LTR - --

Valley Creek - Kenny Otto
Harlon Powers

Bridgeport - Randy Kleam
Dave Meers

Will Hendrix started to open the meeting, and began to explain why he had called the meeting.

Barry Franklin interrupted, saying he had something to say before anything was said. He read the letter Roy Pool had written (letter attached). Barry announced that he was representing Roy, and supported Roy's method of scoring the Odessa 2-Day. Barry stated that the rulebook is designed to govern the circuit, and is not to be changed anytime other than the summer meeting. On the subject of averaging scores for the year, he read page 23 of the rulebook - take the top three scores and divide by three. And on the 2-Day enduro, page 27 says a rider may ride one or both days to receive a portion of points. Then Barry read from the minutes of the 1981 summer meeting concerning the 2-day enduro, "Per Sanford: Pool responsible for designing scoring method for Odessa, and evaluated at '82 summer session. Yes-13, No-3, Abstain-1."

Barry said that if we believe in the rulebook, and in what is decided upon at the summer meetings, then this meeting should not even be happening, and there is no reason to have a vote.

Carlisle Langley stated that the Scottsville club supports Roy Pool. He said that, according to the rulebook, the protest committee cannot change rules.

Will Hendrix wanted it understood that he did not want to change the way the race was scored - that had already been decided at the meeting at String Prairie. He wants to change the way the averages are figured. Will said that Roy just ran away with the scoring and did it like he wanted to.

Don Sanford questioned the minutes from the '81 summer meeting. He remembered something being said about Roy choosing a scoring method and presenting it for approval.

Barry Franklin said all we have to go by is what the minutes of the meeting state, and the rulebook. He said we either follow the rulebook, or we might as well throw them all in a pile and have a bonfire.

Don Sanford said that Roy didn't follow the rulebook - you have to finish to receive points. Don feels the race should have been scored as two separate events, and that the scoring should be fair to everyone.

Barry Franklin said that Roy had scored the race in the most fair way possible, so that everyone had a chance to receive points. The scoring is set, he said, so let's ask each club whether they want to go by the rulebook or not, and record the votes.

Byron Patterson challenged Barry's right to call for a vote or have any say-so in the meeting. Barry stated that Roy had chosen him to be in charge of the meeting. But Byron felt Will Hendrix should head the meeting since he called it. Barry said Roy or his chosen representative is in charge of every meeting concerning the TSCEC.

Will Hendrix demonstrated his proposed method of averaging scores. He pointed out that Roy's method would give the Odessa workers a chance to earn as many points as the rider is able to earn by giving the worker bonus points.

Carlisle Langley told Will to shut his mouth and let Roy do it.

Barry Franklin talked about how the protest committee which met at the String Prairie enduro had tried to solve the averaging controversy, had failed, and how Roy had come up with a fair solution to the problem.

Will Hendrix continued his demonstration; his method of averaging would bring the rider down to the points earning capacity of the Odessa worker.

Mike Braswell questioned which way was most fair.

Will Hendrix stated that his way was.

Barry Franklin said that there could not be a way that was fair and good for everybody, but that we must consider what method of averaging is overall the best, looking at everyone and not just a few choice examples.

Mike Braswell said that the vote at the summer meeting had been to let Roy decide how to score the race, so we must abide by that, unless someone convinces Roy to make another method his decision.

Will Hendrix said that the book we are talking about is a <u>guideline</u> book to be used as a guide, not as a set of hard rules.

Leo Anderson said that it is plain to see that Will's method is fair to every single rider and worker.
Mike Braswell asked why they couldn't convince Roy to change his mind if Will's method is so fair.
Chris Hardy stated that the scoring and averaging of the Odessa race had been open for discussion by anyone from the time of the summer meeting until the day before the 2-Day Enduro. After the race is not the time to question it.
There was alot of general discussion - most of which felt that Roy was right to choose the scoring system.
Will Hendrix wanted to make sure that everyone understood that the dividing by 3.5 system approved at the String Prairie meeting was not under consideration now. He realizes that that meeting was illegal.
Barry Franklin stated again that Roy's method was the most fair way possible.
Leo Anderson demonstrated the proposed method again, saying that it was clearly more fair.
Rich Rulau pointed out that Roy was averaging according to the rulebook (taking the 3 top scores and dividing by 3). Roy was given authority to score the Odessa race as he chose; he was not authorized to change the averaging policy for one race.
Kenny Otto said we should leave it like it is and change whatever needs to be changed next June at the summer meeting.
Barry Franklin said we should look at the overall picture, not at the individual.

There was general agreement that the scoring and averaging of the Odessa 2-Day Enduro should be left in Roy Pool's hands. The meeting broke up without a vote being taken.

Tom Cope (Memphis) was late getting to the meeting. After the meeting broke up, he wanted to go down on record as saying he felt Roy violated the rulebook by not scoring Odessa as two separate events. Barry explained that Odessa was a 2-Day Endur<u>o</u>, not 2 endur<u>os</u>.

Notes taken at the meeting by Karla Franklin.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"
12119 CHERRY BLOSSOM • SAN ANTONIO, TEXAS 78247

May 1, 1982

Gentlemen:

After nine years in the life of the Texas State Circuit, I am missing my first meeting today.

The reason - after being at the Protest Meeting held at String Prairie I left thinking that I had just witnessed sixteen of the most irresponsible and unthinking men that I had ever seen in action. They had just heard one may say "this will work" and not one of them bothered to really consider whether or not it would work or was fair to the majority and not one of them put a pencil to it to see if it would work on paper.

And here you are again today - - to try and now do what you should have done then and that is to really consider all aspects before you arbitrarily make a decision that will affect hundreds of riders. There is no real problem except the one you created!!

It you are determined to ruin and downgrade the rules we have been using for the last nine years - then I do not intend on being a part of it. I care too much for the Texas State Circuit and I cannot agree with what you are trying to do today!

Another reason I do not plan on being at this meeting today is because I have probably lost what I had thought to be a good friend over this mess. It is hard to believe that one point could twist a man's thinking so. I sincerely believe that I scored the Odessa event according to the rules concerning the average for the club workers. This averaging rule has been in the scorebook for years and I am bound by that rule.

The Texas State Circuit has proven itself to be one of the strongest and most successful organizations in the United Stated over the past nine years. I urge you to think and consider how we got that way and what the past nine years have accomplished. If you want our Circuit to continue to be the hugh success it has always been - again I urge you to do the right and fair thing today.

I have appointed Barry Frankling as my spokesman for this meeting.

Roy Pool

FIGHTING HEART AWARD

TRAFTON KELLEY

I HAVE BEEN IN SEVERAL KINDS OF SPORTS ALL MY LIFE AND HAVE BEEN ABOVE AVERAGE IN ALL OF THEM. SO, I AM NOT EASILY IMPRESSED BY ATHLETES.

TODD HARRIS HAS IMPRESSED ME WITH HIS GOD-GIVEN TALENT TO RIDE A MOTORCYCLE AND NO ONE CAN ARGUE THAT HE IS A LEVEL ABOVE OTHER RIDERS IN THE TSC.

BUT I MET A 48-YEAR OLD MAN ABOUT TWO YEARS AGO THAT WAS JUST GETTING INTO DIRT BIKES. HE REALLY DIDN'T HAVE A NATURAL TALENT FOR MOTORCYCLES BUT HE WANTED TO DO IT SO BAD THAT HE NEVER GAVE UP TRYING AND STRIVING TO DO BETTER. WHEN WE WENT RIDING, HE WOULDN'T GIVE UP ON ANYTHING. IF HE FELL OFF, HE WOULD JUMP RIGHT BACK UP AND TRY IT AGAIN. AND, HE WOULD TRY ANYTHING. CLIMBING HILLS, JUMPING DITCHES .. YOU'VE NEVER SEEN A MAN SO DETERMINED TO LEARN HOW TO RIDE A MOTOCYCLE. EVERY TIME HE ROAD HIS CYCLE, HE WOULD GO HOME WITH HIS FENDER BROKE, HIS GLASSES ALL BENT UP. BUT, HE WOULD JUST FIX THE FENDER AND STRAIGHTEN HIS GLASSES AND BE BACK THE NEXT SATURDAY READY AND RARING TO GO AGAIN.

ONE TIME, WE WERE SITTING AROUND TALKING AND HE SAID, I KNOW THAT I'M NOT A GOOD RIDER AND PROBABLY WILL NEVER BE. I MAY NEVER WIN ANY TROPHIES BUT THAT'S ALRIGHT ... BUT I WOULD LIKE TO GET IN THE TOP TEN OF MY CLASS!

TWO YEARS AGO HE HAD A POT-BELLY AND WAS NOT IN VERY GOOD SHAPE. HE WENT TO CYCLECLAN ENDURO IN 1990 AND I HAPPEN TO BE AT THE GAS STOP WHEN HE CAME IN ABOUT 40 MINUTES LATE. HE WAS WHITE AS A SHEET WHEN HE PULLED UP AND STOPPED. HE COULDN'T EVEN GET OFF HIS BIKE .. HE JUST FELL OVER .. BIKE AND ALL ON TOP OF HIM. I ASKED HE IF HE WAS ALL RIGHT

TWO OR THREE TIMES BEFORE HE FINALLY ANSWERED. HE SAID, "ROY, CAN YOU GET ME ABOUT FOUR ASPIRINS. I DID. HE TOOK THEM AND IN ABOUT FIVE MINUTES, HE PICKED UP HIS GAS CAN AND STARTED TO FILL UP HIS GAS TANK. HE LOOKED SO BAD THAT I TRIED TO GET HIM TO QUIT AND GO TO THE CAR AND LAY DOWN. BUT, HE SAID, "NO, I AM GOING TO FINISH THIS RACE". HIS EYES TOLD ME THAT HE MEANT WHAT HE SAID. I HELPED HIM FINISH FILLING HIS GAS TANK AND THEN STARTED IT FOR HIM. HE GOT ON IT AND FINISHED THE RACE. THIS MAN HAS IMPRESSED ME MORE THAN ANYONE ELSE BECAUSE OF HIS DETERMINATION AND DESIRE TO RIDE A MOTORCYCLE.

NOW, I'M NOT TELLING YOU THIS TO MAKE FUN OF HIM. IF WE ALL HAD THE DESIRE AND DETERMINATION IN THEIR HEARTS THAT THIS MAN DOES EVEN THOUGH HE KNEW HE DIDN'T HAVE THE NATURAL TALENT ... WE WOULD ALL BE WINNERS. HE HAS STARTED EXERCISING REGULARLY AND HIS RIDING ABILITY HAS STEADILY IMPROVED. LAST YEAR, HE ENDED UP IN 11TH PLACE IN THE OVER 40 SHORT COURSE. HE HAS LOG HIS POT-BELLY AND I AM WILLING TO BET .. THAT HE WILL GET INTO THE TOP TEN OF THIS his CLASS THIS COMING SEASON. HIS STORY ISN'T SO DIFFERENT FROM MANY OF YOU SITTING OUT THERE.

THE MORAL IS TO NEVER GIVE US ... KEEP TRYING.

FOR THE MAN IN THIS STORY AND ALL OF YOU OUT THERE STILL STRUGGLING TO GET BETTER .... I WANT TO GIVE TRAFTON KELLEY THE FIGHTING HEART AWARD FOR NEVER GIVING UP.

BEST CLUB

WITH ABOUT 80% OF THE VOTES SENT BACK TO ME THIS YEAR, YOU THE RIDERS VOTES THAT THE BEST CLUB FOR THE 1990-91 SEASON IS:

3RD PLACE = IS A TIE (SAN ANTONIO SIDEWIDERS & BOONDOCKERS)

2ND PLACE = JIMMY JACK ENDURO (FT. WORTH TRAILBLAZERS)

1ST PLACE = FOR THE THIRD TIME, THE WINNER IS SAN ANGELO "CONCHO ENDURO"

HONORARY 'HALL OF FAME'

MARVIN YOUNGBLOOD

YOU KNOW, ALL MY LIFE, I HAVE NEVER THOUGHT MUCH ABOUT DYING. I GUESS I THOUGHT I WOULD LIVE FOREVER. FOR SURE, I NEVER ONCE THOUGHT I WOULD HAVE A HEART ATTACK. I JUST WENT ALONG TAKING EVERYTHING FOR GRANTED. I THOUGHT IF I DON'T GET SOMETHING DONE TODAY .. I WOULD DO IT TOMORROW. I'VE GOT THE REST OF MY LIFE TO GET IT DONE. WELL, AFTER HAVING THE HEART ATTACK, I GOT TO THINKING ... MAN, YOU DON'T HAVE ALL THIS TIME YOU THINK YOU HAVE. I MAY DIE TODAY OR TOMRROW OR THE NEXT DAY ... SO, IF I'VE GOT SOMETHING I WANT DONE .. I'D BETTER DO IT NOW!

SO, TONIGHT, I AM GOING TO do SOMETHING THAT NEEDS TO BE DONE. OVER THE LAST SEVENTEEN YEARS, I HAVE DONE THING TO HONOR PEOPLE IN THE CIRCUIT THAT HAVE DONE SOMETHING ABOVE AND BEYOND THE CALL OF DUTY ... SPECIAL THINGS. I GIVE JACKETS TO THE FIRST PLACE WINNERS, PUT THEIR PICTURES IN THE RULEBOOK. I STARTED THE "HALL OF FAME" AND PUT THE SPECIAL PEOPLE IN A SPECIAL PLACE IN THE RULEBOOK FOR EVERYONE TO SEE AND KNOW.

TONIGHT, I AM GOING TO ADD SOMETHING ELSE SPECIAL TO THE RULEBOOK ... AND I'M GOING TO CALL IT THE "HONORARY HALL OF FAME".

I THINK THAT MOST OF YOU KNOW WHO IS GOING TO BE THE FIRST PERSON IN THIS HONORARY HALL OF FAME AND I THINK THAT ALL OF YOU WILL AGREE WITH ME THAT HE BELONGS IN THIS SPECIAL PLACE. HE HAS ADDED WISDOM, HUMOR, AND SUPPORT TO THE TSC OVER THE LAST 16 YEARS. HE HAS BEEN INSTRUMENTAL IN MAKING OUR ANNUAL AWARDS BANQUET A SUCCESS EACH OF THE LAST 16 YEARS. MARVIN, ALL I CAN SAY IS, "THANK GOD, LYNETT AND I WENT TO A FORT WORTH TRAILBLAZER BANQUET 17 YEARS AGO AND YOU WERE THE MASTER OF CEREMONIES

THAT NIGHT. YOU HAD US ROLLING ON THE FLOOR AND THE NEXT WEEK, I ASK YOU TO BECOME THE MASTER OF CEREMONIES FOR THE TSC BANQUET AND YOU SAID YES". I DIDN'T KNOW IT THEN, BUT THAT WAS THE SMARTEST THING I COULD DO FOR THE TSC. IT WOULDN'T SURPRISE ME AT ALL FOR YOU TO BE THE ONLY PERSON TO EVER BE PUT IN THE "HONORARY HALL OF FAME". BECAUSE IT TAKES SPECIAL, DEDICATED PERSON TO DO WHAT YOU HAVE DONE ALL THESE YEARS AND TO DO IT JUST BECAUSE YOU LOVE THE SPORT OF MOTOCYCLING. YOU'VE NEVER TAKEN ANY MONEY EVEN THOUGH YOU HAD TO GO ALL OVER THE STATE FOLLOWING THESE BANQUETS EACH YEAR.

LET'S GIVE MARVIN A VERY WARM WELCOME TO THE "HONORARY HALL OF FAME".

April 2, 1984

TO: Texas State Enduro Riders

FROM: Roy E. Pool, Chairman
Texas State Championship Enduro Circuit

This letter is being written and distributed to communicate my position on several issues that have surfaced in the recent past which have affected Texas Enduro Riders.

The Post Enduro Club originally scheduled their enduro for November 6, 1983. The club made a very difficult decision on Saturday morning, the day prior to the enduro, to cancel the event. Now, they fully realized that this would not be a popular decision due to the fact that many of us were already enroute to the enduro and could not be reached with the news that the event was cancelled.

Under extremely difficult circumstances, they made the right decision for all of us for the following reasons:

1) The bad weather and rain had caused an extremely dangerous situation. The major concern was that the club knew if a rider were injured and needed to be brought off the course for medical purposes - there was no way they could get to him (even with four-wheel drive equipment).

2) The owner of the land did not want the event to be held because of the irreparable damage the bikes would have caused to his land due to the poor weather conditions and flooding conditions.

With the risk of a rider's safety at stake and the potential loss of the land to the club for future events - the Post Enduro Club made the right decision!

And I want my position as Chairman of the Texas State Enduro Circuit to be thoroughly understood to enduro riders in the State: I fully support the club's decision and commend them for the courage to make such a difficult decision at such a late date.

The Texas enduro clubs have a responsibility to the riders that participate in their events to provide them with a challenng event for the more serious riders, provide fun and enjoyment to us all in their events and most of all, to ensure our safety at their events which includes the decision process the Post club members went through before they cancelled their November 6 event.

The reason that I have chosen this method to communicate my thoughts to you, the riders, is because I can no longer depend on ENDO to publish both sides of the issues.

It was brought to my attention by a number of different people over the past several months that the ENDO is publishing, in many cases, only the publisher's opinion - without publishing opposing viewpoints on certain issues.

This is the case with the Post Enduro cancellation.

I wrote a letter and sent it (certified) to Barry Franklin, publisher of the ENDO, stating my position as Chairman of the TSCEC on the Post cancellation. The post office sent me a signed receipt stating that my letter had been received by the publisher on February 22; however, my letter was not published. Doyle Rogers of the Valley Creek Enduro club told me at the recent Thurber Enduro that he had also sent a letter to ENDO which had not been published. Both letters were opposing published viewpoints of Barry Franklin in previous ENDOs.

As most of you know - the ENDO newspaper was established many years ago by Ray and JoAnn Leatherwood up in Childress, Texas. During those years, the ENDO was the official voice of the Texas State Championship Enduro Circuit and carried many articles, letters, etc. from me. When Ray and JoAnn decided to sell the ENDO - I was very pleased when Karla and Barry Franklin picked up the option and bought the paper from the Leatherwoods. I thought this would continue to keep the riders of the State of Texas informed about the events, the riders and their accomplishments. And, up until recently, this has been the case! Now, it appears that Barry publishes only those letters or articles that do not oppose his viewpoints.

The TSCEC has grown and matured over the past 10½ years and has survived many hardships and difficulties. We have striven to put on high quality enduros with something for everyone. We are not competing with the AMA or the pros but rather having fun and enjoying the Sunday ride with our friends while testing our abilities. The Circuit would not have survived these many years if the majority of the riders in the state did not agree with the way the enduros are run.

Barry is an advocator of very tough, hard enduros that puts the best AA rider to the test. There is nothing wrong with this and the AMA or some other circuits in the northeast put these kind of events on . . . especially for the "A" and "AA" riders. The Texas State Circuit was not formed to make our riders pros - but instead to perpetuate our sport through families and their enjoyment of the sport as a family - riding together, playing together. The TSCEC could not have survived as long as it has if we catered only to the "A" or "AA" riders in the state. They don't pay the bills - you do!!

I have been told by many people that the other circuits do not compare to the TSCEC in any way. The TSCEC is known far and wide for it's fine organization and the excellent clubs that participate to keep the Circuit going year after year. We have far more riders each year that return to participate in the enduros than any other circuit in the United States. Why? Because the TSCEC caters to the many riders that support it - not to the few!

I feel Barry Franklin was out-of-line when he publicly criticized the Post Enduro Club for their decision to cancel their enduro. He did not have all the facts before he published his opinion in the ENDO. And then he failed to publish opposing viewpoints from at least two other sources (my letter dtd. February 22 and a letter from Doy Rogers and the Valley Creek Enduro Association) and these are only the ones that I know about. There could have been many others. How do we know what is sent to Barry to be published in the ENDO - only he and the person that sent the letter know that it did not get published.

I know that I have stepped on some toes and I meant to do so because I believe that is the only way to keep things fair and out in the open for all to evaluate and make their own decisions.

The land is the most valuable asset that the motorcycle riders of our State have . . . without the land, there are no riders . . . without riders there is no Texas State Championship Enduro Circuit . . . and Barry, without the TSCEC . . . . there is no ENDO!!!!

Roy E. Pool

go on front or rear?

A week after returning, I had my car in for service, and when I picked it up I noticed the rear tires were on the front and the fronts on the rear. I asked the service manager, "Because that's where they belong," he replied briefly. "Since I removed the tires on the rear wheels."

So I was back in the box again, arguing the old argument. The head of his tire department was adamant. "Your tires, I'm sorry, I don't know what to do about them." Tire company policy dictated, "Rotate tires from the rear wheels. The front wheels are the most critical, and we don't want to take any risks."

Next, I visited Frank Kenney, director of the Tire Industry Safety Council, who explained:

"IT'S AN OLD wives' tale that the car leans up front. The old argument was that the front wheels take the heavier load, that if there is a blowout, the steering goes and the car loses control. But that's primitive thinking."

While stalemate has lined Mrs. Malaprop's car, Mr. Stickler and myself, the results can be sure. The tires have worn more on the rear, because they have [illegible]

letters to the editor

Bike riders harassed?

[illegible]

Sunday, the [illegible] CAPRICIOUS OFFICER HARASSED [illegible] BETTER [illegible] BETTER [illegible]

[illegible]

34 of 97 Finish Cowhouse Enduro

Article by: Cecil Green
Photos by: Ron Shaw

FT. HOOD — "Friday the 13th" came on Sunday, October 13, this year — just ask the 97 riders who tackled the second annual Cowhouse Enduro at Ft. Hood on that hapless day.

The riders came from throughout Texas, Oklahoma, New Mexico and Kansas to pit their cross-country riding skill against the jumbled terrain of the Ft. Hood military reservation.

Of those hardy 97 who left the starting line in high hopes of winning, only 34 were able to ride their bikes across the finish line about five hours later.

The other 63 riders were to be found in various stages of breakdown — both mechanical and mental — all along the 100-mile course through the rugged Central Texas hills.

Many of the riders termed the AMA-sanctioned enduro put on by the Ft. Hood Dirt Riders Club the most challenging one they had ever seen, and many marveled that as msny as 34 were able to complete the course.

At the end of the day's run, Robert Dreggors of Houston claimed overall honors with a well-earned 994 points. Dreggors manhandled a Penton to make his way to the winner's circle in the 101-125cc class.

Hot on Dreggors' heels throughout much of the race was Dale Breedlove of Waco. Breedlove, on a Suzuki, finished first in the 251cc-open class, with an identical score of 994 points.

However, race officials decided before the contest that the time the individual riders recorded at checkpoint No. 2 would be the official tie-breaker, if needed.

When the final results showed that Dreggors and Breedlove finished in a dead-heat, the checkpoint No. 2 times handed Dreggors the top trophy. Dreggors was one minute late to the critical checkpoint, giving him a minus-one, while Breedlove was one minute early, giving him minus-two points.

The winners in two other classes were also in hot contention for overall honors. Clint Gehrke of Austin rode his Penton to the top spot in the 201-250cc class and tallied 993 points, while Chuck McKinney of Leander amassed 991 points to take first place in the 126-200cc class on his Honda.

All riders in the 0-100cc class did not finish.

Team riders entered in the Ft. Hood event fared no better, as six teams started and only one 3-man team was able to finish.

Taking the team honors was the Street and Trail Enduro Team from Austin, composed by Kinki Koi, Gehrke and Don Engeling.

0-100cc class: All entries DNF. 101-125cc Class: Robert Dreggors, Houston, Penton, 994 points, first; C.K. Whiteside, Ft. Hood, Penton, 983 points, second; Kinki Koi, Austin, Yamaha, 961 points, third; Duane Evans, Midland, Penton, 908 points, fourth; and Eugene [illegible]illin, Cedar Park, Honda, 823 points, fifth.

126-200cc class: Chuck McKinney, Leander, Honda, 991 points, first; Robert Meitzen, Houston, Honda, 964 points, second; Bryan Atwood, Ennis, Yamaha, 962 points, third; Gary Parker, Killeen, Suzuki, 955 points, fourth; and David Rowe, Temple, Yamaha, 953 points, fifth.

201-250cc class: Clint Gehrke, Austin, Penton, 993 points, first; Don Engeling, Austin, Penton, 989 points, second; Tony Cox, Waco, Husqvarna, 956 points, third; G.R. Farris, Portland, Penton, 948 points, fourth; and Ron Norick, Oklahoma City, Husqvarna, 897 points, fifth.

251cc-open class: Dale Breedlove, Waco, Suzuki, 994 points, first; Jimmy Fojtik, Austin, Honda, 979 points, second; Ken McMillin, Cedar Park, BSA, 976 points, third; Jim Faulk, Dallas, Husqvarna, 933 points, fourth; and Bob Lewis, Tulsa, Rokon, 868 points, fifth.

Unknown Suzuki rider getting through some of the deep water.

Those of us who have made the long trek the ast three years, can now say that we've rid-en a "real" Barstow-to-Vegas. Uncharacteris-ic rains in 1984 and 1985 had eliminated the ust usually associated with a desert race, ut on Thanksgiving weekend 1986, things were ack to normal. The weather was beautiful, but t was dry.

The race is held on Saturday, but Friday is busy day, with lots of activity at the start rea, as everyone makes last minute preparat-ons, going through tech inspection, getting et up with Pro-Pits, and practicing the "bomb un". The "bomb run" got its name in the old ays when a pile of old tires would be set on ire a few miles away, and entrants would race o the "bomb", where they could then pick up he actual trail. Nowadays, environmentalists on't allow a smoke bomb, so a strobe light is sed, at least at B-to-V. The area between the tarting line, which is nearly a half mile ide, and the bomb is about 2½ miles long, and here is no marking of any kind, so it is ighly advisable that you ride it a few times o familiarize yourself with the various ob-tacles encountered. Once past the bomb, the rail marking begins, with ribbon and arrows nd big square dayglo cards which serve as anger markers. During practice, of course, ou are not allowed to go past the bomb.

Sunday morning was clear and cool, but the emperature was to reach the 50's. Perfect! here is nothing like sitting on a half-mile ide starting line, with 400 other nuts, wait-ng for the banner to drop, knowing that 2½ iles away, that half mile narrows down to 50 ards. The experts start at 7:30, then the in-ermediates, novices, beginners, and ATV lines ollow at about 15 minute intervals, or when-ver they get all the carnage cleaned up, hichever comes first. The short course was he same as last year, about 105 miles long. he Bureau of Land Management controls the and in California, and since all of the short ourse is in that state, District 37 is pretty ell limited as to what they can do, thus the oute taken to the Nevada line remains virtua-ly the same. The finish line for the short ourse is at the state line, right behind hiskey Pete's Casino. This is also the locat-ion for the third gas stop for long course riders, which is reached with mixed emotions. You're glad to be there, to be that far along, but you know what's coming. Once you cross that line into Nevada, the course goes to hell, immediately. Up to that point, the trail has been mostly open, and sandy, and fast, but the sand gives way to rocks, the big, wide, sandy river beds become narrow and twisty and very rocky. Make no mistake, it's still fast, but it's rough.

Las Vegas is beautiful at night, no doubt about it, but that sight pales in comparison to the first glimpse you get of it in the dis-tance as you crest that last hill and head on down to the finish line on Saturday afternoon, I guarantee you.

The awards ceremony was held at the Hacien-da, at 10:00 on Sunday morning. The room was set up for 2,600 people, and there were still folks standing everywhere. Why? Because Bar-stow-to-Vegas is one helluva experience, ex-hausting, and exhilarating, but more than any-thing else there is a strong feeling of unity and comraderie, and of paying tribute to Louis McKey, the "Phantom Duck of the Desert", whose heroic battle against the Bureau of Land Man-agement and it's land closure policies brought about the resurrection of B-to-V, after a de-cade in the grave, and brightened the future of off-roading everywhere, for all of us. It's an experience I recommend. Highly.

1986-87

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

MID-SEASON STANDINGS

Overall A

Todd Harris	20	0	0	19	14	19	16	88
Mike Richmond	18	0	17	2	19	0	20	76
Zack Elkins	19	0	0	0	20	20	15	74
Eric Neher	16	0	0	18	17	9	14	74
Roy Pool	17	0	8	10	0	17	12	64
Barry Franklin	14	0	15	0	8	15	0	52
Dan Elkins	0	0	14	0	12	11	13	50
Terry Maxwell	0	0	0	20	7	0	19	46
Steve Klein	0	0	20	0	0	16	0	36
Dwayne Otto	0	0	0	0	18	18	0	36
Carly Bell	10	0	0	0	11	10	2	33
Woody Allison	0	0	0	16	16	0	0	32
David Beavers	0	0	18	0	0	13	0	31
Jeff Vincent	0	0	19	0	0	12	0	31
Jack Henry	15	0	0	11	2	2	0	30
Jud Cowley	7	0	16	0	6	0	0	29
Walter Birchfield	8	0	0	7	13	0	0	28
Brad Harris	11	0	0	8	0	0	8	27
John Laney	0	0	0	15	9	0	0	24
Gordon Gabert	0	0	0	17	4	0	0	21

AA

Barry Franklin	18	0	19	17	18	19	18	109
Todd Harris	22	0	0	20	19	20	20	101
Mike Richmond	19	0	20	18	20	W	22	99
Zack Elkins	20	0	0	0	22	22	19	83
Donnie Westfall	W	0	18	19	17	0	0	54

Open A

Carly Bell	18	0	0	16	20	18	17	89
Randy Noel	11	0	0	13	11	12	20	67
Jud Cowley	16	0	19	0	18	0	0	53
Donnie Evans	15	0	0	W	15	0	19	49
Stephen Bomar	10	0	0	15	13	10	0	48
Larry Burleson	0	W	18	0	16	14	0	48
Clint Deeds	W	0	0	14	19	15	0	48
John Jones	12	0	0	19	0	16	0	47
Steve Klein	0	W	22	0	0	20	0	42
David Beavers	0	W	20	0	0	19	0	39
Gordon Gabert	W	0	0	20	17	0	0	37
Larry Heitman	19	0	0	0	0	0	16	35
James Martin	13	0	0	18	0	0	W	31
Tom Stevens	0	0	0	10	9	9	0	28
Jim [illegible]	17	0	0	11	0	0	0	28
[illegible]	[illegible]	[illegible]	0	0	10	0	18	28

250 A

Dan Elkins	14	0	19	14	16	17	17	97
James Willett	18	0	0	10	13	16	9	76
Woody Allison	17	0	0	20	19	13	[illegible]	69
John Gray	19	0	0	12	11	14	0	56
Terry Maxwell	0	0	0	22	14	0	20	56
Walter Birchfield	20	0	W	16	17	0	0	53
Randy McCulloch	16	0	18	0	12	0	0	46
Don Fowler	0	0	17	11	0	12	0	40
Dwayne Otto	0	0	0	0	20	20	0	40
Jeff Vincent	0	0	20	0	0	18	0	38
John Laney	0	0	0	19	15	0	W	34
Chad Carlisle	0	0	0	13	18	0	0	31
Mark Atkins	0	0	0	15	10	0	0	25

200 A

Eric Neher	20	0	0	20	20	20	20	100
Randy Frady	17	0	20	19	19	W	19	94
Jim Rohn	15	0	0	17	18	16	0	66
Howard Juckett	16	W	0	0	17	18	0	51
Sam Morgan	19	0	0	18	0	0	0	37
Mike Spelling	0	0	0	0	0	19	0	19
Greg Koetter	18	0	0	0	0	W	0	18
Leo Anderson	0	0	W	0	16	0	0	16
Steve Sheffield	0	0	0	0	0	15	0	15
Mike Terry	14	0	0	0	0	0	0	14

125 A

Steve West	19	0	20	18	20	19	19	115
Mike Olson	18	0	0	17	17	20	18	90
Brad Harris	20	0	0	19	0	18	20	77
Bill Bray	0	0	0	20	18	0	0	38
James Kinzler	0	0	0	16	19	0	0	35
Dave McClendon	0	0	0	15	0	0	0	15

Over 40 A

Roy Pool	20	0	18	19	13	20	20	110
Will Hendrix	18	0	W	16	19	15	17	85
Vernon Markworth	16	0	0	12	18	16	16	78
Jack Henry	19	0	0	20	20	18	W	77
Kenny Otto	0	0	0	17	15	9	18	59
Dwight Chase	0	0	0	0	17	17	19	53
Gary Holmes	15	0	0	14	16	0	0	45
Roland Miles	0	0	0	0	14	12	15	41
Ron Sides	0	0	17	10	0	11	0	38
Buck Fredrick	13	0	0	11	12	0	0	36
Steve Jones	0	0	16	0	0	14	0	30
Gene Cribbs	12	0	0	15	W	0	0	27
Sandy Pinkston	0	0	20	0	0	0	0	20
Bob McKnight	0	0	0	0	0	19	0	19
Charles Rose	0	0	19	0	0	0	0	19
Eddie Brasher	W	0	0	18	0	0	0	18
Lee Anderson	0	0	0	8	10	0	0	18

Overall B

Brian Otto	20	19	0	20	13	20	18	110
Mike Davis	18	18	0	15	20	14	14	99
James White	17	6	17	13	12	6	16	81
Bill Mills	13	0	0	0	18	5	20	56
Tim Roten	0	0	0	16	15	15	0	46
Mark Williams	0	0	0	19	6	16	0	41
Roger McKnight	0	14	9	0	0	17	0	40
Frank Ford	0	0	15	12	0	0	12	39
Rob Kimbrough	0	0	20	0	0	18	0	38
Duane Ridgley	0	0	0	0	8	10	19	37
Mark Gantt	0	7	19	11	0	0	0	37
Jimmy Stuart	19	0	0	18	0	0	0	37
Charles Worley	0	3	14	0	0	19	0	36
John Bryans	14	11	0	0	10	0	0	35
Mike Wilson	0	0	0	17	16	0	0	33
Stormy Sims	15	17	0	0	0	0	0	32
Scott Brumley	0	0	16	0	0	13	0	29
Randal Fowler	0	2	0	6	14	3	3	28
Kirk Hulslander	0	0	0	0	11	0	17	28
Lary Bender	10	0	0	0	0	0	13	23

Open B

Kirk Hulslander	17	0	0	16	19	17	20	89
Doug White	16	14	19	15	9	9	0	73
John Henry	19	0	0	0	13	18	18	68
David Reaney	0	12	14	11	11	13	0	61
Sam Womack	20	0	0	17	12	10	0	59
Tim Taylor	0	19	0	0	0	20	0	39
Mike Null	18	0	0	7	14	0	0	39
Neil Tucker	0	0	0	20	16	0	0	36
Richard Coker	0	18	17	0	0	0	0	35
Marlin Decker	15	W	0	0	0	19	0	34
Dan Cogdell	0	0	18	0	0	16	0	34
Barry Akins	0	17	15	0	0	0	0	32
Steve Cardwell	0	10	20	0	0	0	0	30
Mike Tow	0	0	0	10	17	0	0	27

J. B. Russell	0	0	0	8	18	0	0	26
Michael Edwards	0	11	13	0	0	0	0	24
P. Kimbrough	0	0	22	0	0	0	0	22

250 B

Mike Davis	19	20	0	17	22	17	19	114
James White	18	15	20	15	18	16	20	107
John Bryans	17	17	0	8	17	8	0	67
Mark Williams	0	0	0	20	14	18	W	52
Carl Caton	0	18	0	0	16	9	0	43
Robert Torres	12	8	0	5	8	10	W	43
Jimmy Stuart	20	0	0	19	W	0	0	39
Mike Wilson	0	0	0	18	19	0	0	37
Darrel Cimbanin	13	9	0	6	9	0	0	37
David Nix	6	0	0	3	11	0	15	35
Lary Bender	16	0	0	0	0	0	18	34
Charles Worley	0	14	0	0	0	20	0	34
Archie Taliaferro	0	0	0	0	7	6	16	29
R. Kirkpatrick	14	0	0	13	0	0	0	27
Gary Tucker	0	0	0	14	13	0	0	27
David Bragg	0	22	0	0	0	0	0	22
Dennis Smith	0	0	0	0	10	11	0	21

200 B

Brian Otto	22	20	0	22	18	22	19	123
Duane Badgley	13	14	0	17	17	17	20	98
Larry Rousseau	20	15	0	18	10	W	10	73
Bill Mills	18	0	0	W	20	13	22	73
Tim Roten	0	0	0	20	19	19	0	58
Mark Grant	0	17	20	19	0	0	0	56
Buddy Hutchison	12	11	0	14	0	3	14	54
Ron Cooper	0	10	0	8	14	10	11	53
Danny Bamber	14	0	0	7	13	5	12	51
Jim Johnson	W	0	0	0	15	16	18	49
Ray Grupp	0	0	0	12	11	7	16	46
Mark Pledger	0	0	0	15	16	15	0	46
Scott Brumley	0	0	19	0	0	19	0	38
Stormy Sims	19	19	0	0	0	W	0	38
John Williams	0	18	0	16	0	W	0	34
Kerry Runyon	0	0	0	0	0	18	15	33
Randy Watson	11	12	0	0	0	0	0	23
Van Cook	0	0	0	5	0	4	13	22
Jim Koury	0	13	0	0	0	8	0	21
Randy McCool	0	0	0	4	0	14	0	18

125 B

Randy Fowler	19	19	0	18	[illegible]	19	18	113
Frank Ford	0	16	20	20	14	[illegible]	19	105
Marc Reed	W	0	0	19	17	15	[illegible]	71
Michael Sparks	0	0	18	15	18	17	0	[illegible]
Roger McKnight	0	20	19	0	0	20	0	[illegible]
Paul Fredrick	20	0	0	14	16	0	0	50
Kevin Case	W	0	0	16	19	0	0	35
Ricky Smith	0	17	0	0	0	18	0	35
Jody Chase	0	0	0	17	0	14	0	31
Rick Miller	0	18	0	0	0	0	0	18
Glen Pearce	0	0	0	0	15	0	0	15
Johnny Cook	0	0	0	13	0	0	0	13
David Madison	0	0	0	12	0	0	0	12

Overall Short Course

Mike Looney	20	9	0	16	15	0	13	73
Thomas Townsend	0	15	19	0	7	8	18	67
Tim Marcus	10	0	0	10	13	11	20	64
Dan Coppersmith	0	19	4	0	11	19	0	53
Greg Cloer	0	12	0	18	19	0	0	49
Tate Lair	0	0	0	20	10	16	0	46
Joseph Smith	17	0	0	0	8	0	17	42
Charlie Atcher	0	0	0	9	9	18	3	39
Randy Damron	18	4	11	0	3	0	0	36
Wendy Wendrock	0	0	17	6	0	12	0	35
Tony Smedley	0	0	0	5	20	10	0	35
Lewis Ashby	0	0	0	19	16	0	0	35
Dennis Desadier	0	18	15	0	0	0	0	33
Ron Welsh	0	16	16	0	0	0	0	32
Marty Howell	0	0	10	0	0	20	0	30
John Dudgeon	1	0	0	14	14	0	0	29
Ray Hooks	7	0	0	4	17	0	0	28
Cecil Robertson	4	0	0	17	6	0	0	27
Chris Cessna	0	13	12	0	0	0	0	25
Kim Greenman	0	0	6	12	0	7	0	25

Over 40 Short Course

Don Bruner	0	16	16	19	20	20	16	107
James Naler	19	20	17	15	19	15	8	98
Allen Damron	16	14	18	0	17	19	11	95
Wayne Williams	18	0	19	20	18	14	W	89
Robert Curry	15	0	11	17	12	13	18	86
Jim Harris	14	15	4	16	16	17	4	82
Mike Braswell	6	12	9	12	10	16	19	78
Jim Krause	20	19	5	0	0	10	13	67
James Langford	0	0	6	18	15	18	9	66
Jimmy Jones	8	11	8	9	13	0	14	63
James Gandy	17	18	0	0	0	0	20	55
Don Loafman	12	0	0	11	11	6	3	43
Glenn Harvey	13	9	15	0	0	W	0	37
Jim Robin	W	0	2	8	4	12	7	33
Don Klinker	10	10	0	0	0	2	10	32
Deon Drown	0	0	0	14	14	0	0	28
Jerry Stephens	9	0	7	0	6	3	2	27
Bruce Lair	0	0	0	0	0	11	15	26
Richie Gardner	0	5	0	0	0	7	12	24
Danny Strawn	0	0	0	13	8	0	0	21

Over 50 Short Course

Wendy Wendrock	19	20	20	17	9	20	18	114
Ray Hooks	18	0	0	16	19	18	14	85
Kenneth Wilson	0	18	19	0	13	15	17	82
Frank Wendrock	13	17	18	5	6	16	9	78
Dave Meers	20	19	17	0	14	0	0	70
Marvin Youngblood	11	16	16	7	0	10	10	70
Charlie Greer	14	14	0	10	5	14	13	70
James Cooksey	15	0	0	0	11	19	19	64
Cecil Robertson	17	0	0	19	17	0	0	53
Jody Coker	0	15	0	11	10	0	15	51
Clyde Whitehead	16	0	0	18	8	0	0	42
Lewis Ashby	0	0	0	20	18	0	0	38
Tom McKay	0	0	0	0	16	0	20	36
Don Westfall	W	0	0	15	20	0	0	35
Bill Peiser	12	0	0	8	0	0	11	31
Jimmie Perkins	W	0	0	13	15	0	[illegible]	24
Coit Fowler	0	0	0	[illegible]	[illegible]	[illegible]	[illegible]	20
Delano Phillips	[illegible]	0	0	6	4	0	0	
Richard [illegible]								

Open C

Charlie Atcher	0	18	0	20	20	20	14	92
John Galding	0	12	14	18	14	17	15	90
Joseph Smith	20	0	0	9	19	12	19	79
Jeff Fallew	11	0	15	19	10	0	20	75
Kent Smith	0	11	0	15	9	18	17	70
Dennis Ray	17	0	20	17	W	15	0	69
J. D. McNamara	16	0	0	W	18	0	18	52
Mike Ebarb	2	8	13	13	0	0	12	48
Steve Hadorn	13	0	0	14	16	0	0	43
Mike Meandro	0	9	0	10	17	0	0	36
Frank Young	0	0	0	11	8	4	13	36
Alvin Klein	0	7	11	0	0	16	0	34
J. T. Walker	0	0	18	0	0	14	0	32
Tom Merritt	18	0	0	12	0	0	0	30
Stan Pudlo	0	0	0	16	12	0	0	28
Curtis White	0	0	19	8	1	0	0	28
Keith Stowers	0	0	0	0	15	2	11	28
Harvey Higdon	0	14	0	0	0	9	0	23
Gordon Roberts	0	10	0	0	13	0	0	23
Scott Boone	0	20	0	0	0	0	0	20

250 C

Mike Looney	22	20	5	20	20	0	20	107
Gary Webb	19	17	0	13	17	12	5	83
Rocky Funderburg	12	4	0	18	16	0	18	68
Mark Coffman	15	0	13	12	0	0	14	55
Donnie Bentley	W	0	0	8	19	0	16	43
Raney Bradley	0	0	0	2	0	19	19	40
Gary Hollowell	0	11	16	0	7	6	0	40
Troy Messer	20	0	0	19	0	0	0	39
Eddie Haldemann	0	18	18	0	0	0	0	36
Geral Hasten	0	9	0	0	13	14	0	36
Danny Machacek	0	13	20	0	0	0	0	33
Gary Hansard	16	0	0	17	W	0	0	33
Jay Shulman	0	0	0	14	0	17	1	32
Charles House	0	5	0	3	18	5	0	31
Clint Boyd	0	0	17	0	0	13	0	30
Gary Jones	13	0	0	6	11	0	0	30
Jerry Brazile	0	0	0	4	9	0	15	28
Scott Pinkston	0	15	12	0	0	0	0	27
Doyle Walzonia	7	0	15	0	0	4	0	26
Anthony White	0	0	0	0	10	15	0	25

200 C

Randy Damron	20	14	18	13	18	0	17	100
Dan Coppersmith	0	20	14	0	19	20	16	89
Scott Randall	1	18	16	15	13	W	18	81
Rick Davidson	3	7	0	12	17	19	19	77
Thomas Pruski	0	10	0	20	16	17	13	76
Kim Greenman	0	0	15	18	11	16	14	74
John Dudgeon	14	0	0	19	20	11	8	72
Tony Smedley	0	0	0	16	22	18	0	56
Randy Whitmore	8	12	10	14	0	4	0	48
Donnie Desadier	0	19	19	0	0	7	0	45
Harley Huggins	0	0	0	8	7	6	20	41
Hardy Dudgeon	9	0	2	0	10	5	15	41
Lynn Foster	12	0	0	7	9	0	12	40
Marty Howell	0	0	17	0	0	22	0	39
Ron Welsh	0	17	20	0	0	0	0	37
Stace Haviland	17	0	9	0	6	0	0	32
Joseph Finch	0	16	12	0	0	0	0	28
James Smith	0	0	0	17	0	9	0	26
Gary Smith	18	8	0	0	0	0	0	26
Randy Speiker	0	11	0	0	0	14	0	25

125 C

Tim Marcus	20	10	9	19	20	20	22	111
Tom Townsend	19	19	20	16	18	19	4	99
Jerry Henderson	18	11	12	0	16	11	18	86
Frank Olson	[illegible]	[illegible]	[illegible]	17	[illegible]	14	17	85
Kevin Kostreba	17	13	11	14	15	9	0	[illegible]
David Nutter	16	14	0	18	0	15	0	70
Dennis Kennedy	14	15	19	0	0	0	0	[illegible]
Ken Fiebeich	9	12	0	0	0	18	0	48
Scott Fowler	0	18	18	0	0	0	[illegible]	39
Kevin Brown	15	0	0	0	0	16	0	36
Brad Roten	0	16	14	0	0	0	0	31
Terry Davis	0	8	10	0	0	12	0	30
Martin Cargile	0	0	0	13	14	0	0	30
	0	0	0	10	12	0	0	27
								22

16 Under Large Wheel

Mike Krause	14	15	18	17	15	20	20	105
Greg Cloer	17	19	W	20	20	0	19	95
Michael Hasten	0	17	16	0	18	19	0	70
Brandon Strawn	18	0	0	19	19	0	0	56
Dennis Kelsay	20	0	17	W	17	0	0	54
Tracy Bezner	W	0	0	18	16	18	0	52
Bryon Kypfer	16	0	0	0	14	0	1[illegible]	48
Chris Cessna	0	20	19	0	0	0	0	39
Joe Baker	15	0	0	16	0	0	0	31
Billy Depriest	0	0	20	0	0	0	0	20

16 Under Small Wheel

Brian Storrie	18	20	19	20	18	0	20	115
Aaron Huggins	20	17	16	18	19	19	19	112
Tate Lair	19	0	0	22	20	20	18	99
Robbie Betts	0	0	20	0	0	18	0	38
Kirk Grynwald	0	18	0	0	0	16	0	34
Greg Kimball	0	0	0	19	14	0	0	33
Haydn Franklin	0	0	0	0	15	0	17	32
Sean McKay	0	16	0	0	0	14	0	30
Craig Brower	16	0	0	0	0	13	0	29
Jeff Pearson	0	19	0	0	0	0	0	19

Overall Women

Chrissa Douglas	20	18	0	20	19	0	20	97
Dennese Kelsay	18	0	0	0	18	16	18	70
Paula Milies	0	0	0	17	16	15	17	65
Carol Jones	0	20	0	0	0	20	0	40
Janet Hooks	19	0	0	0	20	0	0	39
Debbie Pinkston	0	19	0	0	0	0	0	19
Kelli Merritt	0	0	0	19	0	0	0	19
Kathleen Harlan	0	0	0	0	0	19	0	19
Marsha Murphy	0	0	0	0	0	0	19	19
Kathy Neilsen	0	0	0	0	0	18	0	18

Women A

Chrissa Douglas	22	20	0	22	20	W	22	106
Carol Jones	0	22	0	0	0	22	0	44
Janet Hooks	20	0	0	0	22	0	0	42
Kelli Merritt	0	0	0	20	0	0	0	20
Becky Woodell	19	0	0	0	0	0	0	19
Debbie Pinkston	0	19	0	0	0	0	0	19

Women B

Dennese Kelsay	20	0	0	W	20	17	19	76
Paula Milies	0	0	0	19	18	16	18	71
Julie O'Connell	0	20	0	0	0	0	0	20
Sheila Baker	0	0	0	20	0	0	0	20
Kathleen Harlan	0	0	0	0	0	20	0	20
Marsha Murphy	0	0	0	0	0	0	20	20
Kathy Neilsen	0	0	0	0	0	19	0	19
Sharla Lambbaker	19	0	0	0	0	0	0	19
Joann Beard	0	0	0	0	19	0	0	19
Becky Smith	0	0	0	0	0	18	0	18

*One race dropped before averaging score.
*"W" indicates race worked.

5-20-77

Paul,

I moved out here (TEXAS) last Sept. and am now trying to get back into the enduro scene.

I have run four of their runs with no success. New experiences, new breakdown stories and a lot of memories of the first days of FTR.

That is what prompted this letter.

Being an enduro freak and interested in the organization and problems ~~of~~ surrounding them, I tracked down the President of the Texas organization and discussed how they did things and their problems. ie -

SCORECARDS - CAN BE ALMOST ANYTHING - HE WOULD LIKE TO SEE OUR PLASTIC-TYPE CARD AND INFO ON WHERE TO GET THEM, COST, ETC.

ARROWS - ALL TYPES - HAVEN'T SEEN PIE-PLATES YET BUT — I HAVE ONE OF THOSE TO SHOW HIM BUT NEED INFO ON WHERE TO GET THEM, COST, ETC.

RULE BOOK - HE WOULD LIKE ONE - I CAN'T FIND MINE.

THE PROMOTORS KIT - WHATS IN IT, COST, DELIVERY ETC.

PROBLEMS AND DECISIONS AND REASONS FTR "C" AND "WOMEN" CLASS RIDERS STARTED RIDING ENTIRE COURSE.

The organization is strong in all points except promoter influence. All runs draw 500-600 riders. Even the ones with really bad reputations.

All riders that turn in a scorecard is basically a member of the organization. (TSCEC) #1 of every entry goes to the TSCEC AND POINTS ARE Kept on them.

The season has 13 runs and is from Sept. thru May. The summer is for the familys and also to Rot.

The runs I have been to have been 1-240 miles 2-205 miles 3-600 miles 4-700 miles - next one is 500 miles. (All round trips) The ones I didn't go to all are longer distances. Texas is a large state.

I would appreciate any info you could send to ROY POOL 704 BROWNSTONE EULESS TEXAS 76039 817-267-5078

He is in a hurry for it. His state organizational meeting is June 4th and needs it before then.

Happy riding

Ken Rayburn

Cross Country Riders

2364 Windsor Road
Lake Park, Florida 33410
(305) 622-2591

Dear Roy

I GOT THIS LETTER FROM LA-FTR MEMBER LEW RAYBURN, I HOPE I CAN HELP BY SENDING ALL THAT I CAN.

- SCORECARDS - ENCLOSED ARE BOTH TYPES WE USE.
  1) PLASTIC/PAPER ~~$~~ $.05/EACH WRITE: Richard Whitson
     200 Greenbriar
     Ormond Beach, 32074
     FLA
  2) NCR PLASTIC COVERED PAPER WRITE: (I don't have the address but should be in my bins)
     WILHOIT & DAVIS
     DENTAL LAB
     602 MARK BLDG
     98 ALABAMA ST SW
     P.O. BOX 4514
     ATLANTA, GA 30302
     ~~$~~ $.08/EACH
- ARROWS, X'S, W'S,

  ARROW'S — ~~$~~ $.04/EACH
  X'S — ~~$~~ $.03/EACH
  W'S — ~~$~~ $.03/EACH

  Richard Whitson has them printed, but I bet that any print shop in your area can print them.

- Rule book - each member gets one free
- Enduro Guideline book - I wrote this this year to help new clubs out.
- We let Riders and women ride the whole course because that is the only way that they can scored overall for the run. Also stopping them half way rates them as second class members and we don't want that.

(2)

Cross Country Riders

2364 Windsor Road
Lake Park, Florida 33410
(305) 622-2591

- The Biggest thing that keeps FTR together is the magazine. It is printed monthly and keeps the membership informed of events, results and rule changes. I will tell Denise Whitson, the editor to put you on her mailing list.

- Also we have two very active committees. the Enduro and the Hare Scramble committees. Their make up and duties are in the rule book and they have a meeting the night before every other event. These committees are the sounding board for the riders and they are the final word on any disputed protest at a run. There are about 20 to 25 members on each committee.

- The magazine is a real important part of FTR. I gave your name to the current editor and I hope she will put you on the mailing list. Our magazine is published by a couple of the riders wives. They put in about 2 weeks each of hard work to publish each issue. They work free, and they work hard but it is well worth it to the FTR.

Cross Country Riders

2364 Windsor Road
Lake Park, Florida 33410
(305) 622-2591

BECAUSE OF THE ADDS IN THE MAGAZINE IT ALMOST CARRIES IT OWN WEIGHT, HOWEVER IT DOES COST ABOUT $1 TO $2 OF THE $75 MEMBERSHIP TO SEND IT OUT.

ONE MAJOR THING THAT HAS IMPROVED OUR RUNS WAS THE ADDITION OF AN ASSISTANT REFEREE FOR EACH RUN. THIS PERSON IS SUPPLIED BY THE CLUB THAT HAS THE NEXT ENDURO ON THE SCHEDULE. HE IS RESPONSIBLE FOR PRE-RIDING THE COURSE SAT. BEFORE THE RUN SUNDAY, AND HE HAS THE POWER TO GET WITH THE FTOR REFEREE AND PULL THE SANCTION IF THE RUN IS BAD. HOWEVER, BECAUSE HE GOES TO THE EVENTS ON SAT, THE CLUBS KNOW THAT THEY CAN'T WAIT UNTIL THE LAST MINUTE TO DO THINGS AND BECAUSE OF THIS THEY DO A BETTER JOB. ALSO THE TRAIL BOSSES GET POINTS (YEAR END) FOR LAYING OUT A RUN, HOWEVER IF THE SANCTION GETS PULLED, NO POINTS FOR THEM, SO THE USUALLY DON'T PUT

Cross Country Riders

2364 Windsor Road
Lake Park, Florida 33410
(305) 622-2591

themselves in a place that could cause the row.

- Riders are made to score their own cards at the end of the run, with the promoting club checking it. This allows quick scoring and lets the rider get a feel if he should hang around for trophies or not. It also double checks the score.

If you have any other questions feel free to drop me a line, or call me any night at the above address and phone number.

Good Riding

Paul Burke

MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 22645

western union

MESSAGE CONFIRMATION COPY

2-061207E083002 03/24/77 ICS IPMBNGZ CSP MTCA
1 8172675078 MGM TDBN EULESS TX 03-24 0746P EST

ROY POOL
704 BROWNSTONE
EULESS TX 76039

THIS IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

8172675078 MGM TDBN EULESS TX 95 03-24 0746P EST
ZIP
PRESIDENT JIMMY CARTER
WHITE HOUSE
WASHINGTON DC 20500

ON BEHALF OF THE TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT AND ALL OFF ROAD MOTORCYCLE RIDERS OF THE STATE OF TEXAS WE WOULD PLEAD WITH YOU TO FAVOR OUR CAUSE AND REVISE YOUR PROPOSED ENVIRONMENTAL STATEMENT PROHIBITING OFF ROAD VEHICLES FROM THE RECREATIONAL USE OF FEDERAL LAND. AS CHAIRMAN OF THE TSC WITH SOME 5000 CURRENT PARTICIPANTS IT IS OUR CONTENTION THAT WE SHOULD BE GRANTED EQUAL CONSIDERATION FOR THE FREEDOM AND RIGHTS OF THE USE OF FEDERAL LAND FOR RECREATIONAL OFF ROAD MOTORCYCLES ALONG WITH OTHER RECREATIONAL GROUPS SUCH AS THE SIERRA CLUB

ROY E POOL CHAIRMAN
704 BROWNSTONE
EULESS TX 76039

1954 EST

MGMCOMP MGM

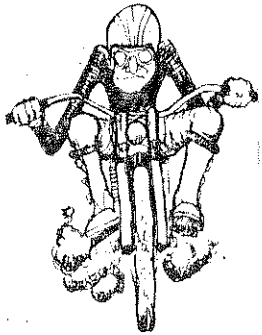
trh
trail riders of houston

MONTHLY NEWSLETTER

P O BOX 22932 HOUSTON, TEXAS 77027

VOL. 9 ISSUE I

EDITOR: D. John Peveto, Asst. Ed.: Carrie Sample



FROM THE PRESIDENTE

In the upcoming months we, the Executive Board, are trying to devise some new formats for the TRH Club Meetings in order to increase the attendance and bring added interest to the club meetings.

At the March 7 meeting there will be a raffle for a pair of Torsten Hallman G.P. Leathers, the proceeds, if any will be put into an account for use in inviting some top name riders for club lectures.

There will also be a door prize of a pair of riding gloves. In addition, the March 7 meeting will feature 10¢ draft beer before and after the club meeting.

On a more serious note, the San acinto Charette for the Sam Houston National Forest is being held January 28, 29, 30 at Waterwood. I can't tell you how important our participation is for this series of meetings. A ten year plan for the use of the San Jacinto District will evolve from these meetings and if TRH wants to be included as part of that plan, you the TRH membership had better get off your duffs and join in representing off road motorcycling at the Charette. You can bet that the Audobon Society and every other tweety bird watching society will be represented and if we are not,

(See "tweety birds" pg. 5)

SECRETARY'S REPORT

Andi Kirk

The first meeting of 1977 was called to order by president Bill Edmondson at 7:40 at the Stefanik Lodge on January 3. Bill welcomed all visitors. No changes were made in the December minutes, so they were approved as published. Treasurer Bill Mondshine then gave the following report for December: previous balence - $4,197.31; December expenses - $764.02; December income $2,739.47; producing a current balance of $6,172.76. After giving the financial report, Bill M. stated that the insurance company had raised our insurance premium to approximately $1600 and asked for input from those who might know where we can find a lower premium. There was some discussion and Bill received offers of assistance.

Bill E. then presented a plaque to each of the very hard working 1976 board members as a token of appreciation for jobs well done.

Chris Hardy, vice president, then emphatically stressed the importance of a strong club turn-out to attend the upcoming San Jacinto Charette being held at Waterwood January 28, 29, and 30. The use of that side of the forest will be decided then for the next ten years and to protect our interests, we

(See Secretary's page2

NOTE: TRH will have a booth at the motorcycle races Jan. 28, 29th, and 30th.

NEXT TRH MEETING

CLUB MEETING DATE MOVED TO JANUARY 31. JOHN PENTON WILL BE OUR GUEST SPEAKER.
TIME: 7:30 p.m. PLACE: SPJST #142 5508 Nolda

(Secretary's cont'd.)
must have good representation. Chris asked those interested to see him after the meeting but there was not the flood of concerned members that are needed. He then told the club about a dispute in progress over the Terlingua enduro state circuit event. There are fliers out on two different Terlingua Enduros: one is being put on by Barrick Watts and Glen Pepper and the other by the Big Bend Bikers Assn. Roy Pool told Chris December 30th that five clubs had already elected to cancel the sanction

(next column)

DATE	EVENT	TRH
2-6-77	North Texas Trials Asso. Dallas	
2-12-77	Dingos M/C Trials Monroe, Louisiana	
2-20-77	STTA Trials Houston, Texas	
2-6-77	Woodvile Hare Scrambles Steve Jones 713-722-7926	
3-6-77	Woodville Hare Scrambles Steve Jones 713-722-7926	
3-13-77	Sidewinders Enduro San Antonio	
3-20-77	Family Plus - W. Powell 774-2437 New Waverly	X
3-27-77	Stumpjumpers Enduro Cleburne, Texas	
4-3-77	Woodville Hare Scrambles	
4-3-77	Family Plus Enduro Don Allen 334-1215 Angelina Forest	X
4-17-77	Trailblazer's Enduro Thurber, Texas	
4-24-77	Family Enduro David Rackley 467-0092 New Waverly	X
5-8-77	Texas Gulf Coast Enduro Woodville, Texas	
5-15-77	Family Enduro Carrie Sample New Waverly	X
5-22-77	Concho Enduro San Angelo	
6-12-77	Family Enduro and Trials Sam Rizzotto 498-6742 N.W.	X

of the event. TRH was the sixth club to cancel and it takes seven clubs to make the cancellation official wh seems likely.* [see update page 6]

John Peveto, editor, then announced some changes to be make in the newsletter. It will be published within two weeks of the monthly meeting and will have a new unedited column called "Open Forum" to be used by anyone wishing to comment. Other articles will be edited only with the consent of the writer.

Jeff Colgin then commented on his scrambles December 12 at Columbus and said he had films with him of the event. Although, because of relentless rain, he initially cancelled the event Sunday morning, he had enough riders and workers shortly thereafter to put on a good event with a total of 77 entries, making a profit of $125. Jeff then suggested a 5 or 6 event scrambles series for this spring which met with much discussion. It was decided those interested should express their idea to the events coordinator, Jerry Jones who can best set up a workable schedule. John Peveto commented that he felt a major goal of the club should be to find some new land for events.

Jerry Jones, events coordinator, said the Fort Hood Enduro to be held January 23 is the only January event and should be a good run.

Walter Powell is putting on an enduro March 20 which will be a family oriented for the first 40 miles, then will have another 45 miles or so at a faster pace.

Shirley Tate had planned to awar Paula Smith her "worker of the year" jacket but it had not arrived yet, so she presented Paula with a TRH T-shirt for her new baby and promised the jacket would be there next month.

Bill Edmondson then read a letter from a ranger suggesting possible work days in the National Forest removing the course markers that have been left up over the past few years. This received several comments. Bill then adjourned the meeting at 8:30 p.m. We had a short break, then enjoyed the movies of Jeff's "run in the sun" at Columbus.

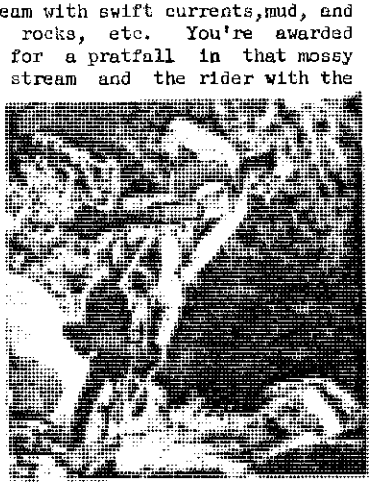
****
* TM 400 Suzuki 71 model $150 *
* Call Kent Wood 948-2674 *
****

Trials by Wiffff

Trials or observed trials (as I like to call it, so there is no confusing it with an IDET type trials) are like the enduros, a non-speed,off road event with the emphasis put on the rider's ability rather than the performance or speed of the machine. The trials event is not a race, but a test of the riders balance, coordination,and control of himself and his machine.

An observed trials is comprised of several "sections" - small plots of ground that a sane man would not try to traverse on two wheels. The object of the competitionis not to fall off while pasing thru the section, not to take your feet off the pegs or otherwise to embarrass yourself. For example: a pile of rocks might be a section, or a giant log over which you must pass or a vertical embankment, or perhaps a shallow stream with swift currents,mud, and shining rocks, etc. You're awarded points for a pratfall in that mossy rocked stream and the rider with the least number of points wins.

Up On the PEGS!



TRACTION The mystique of motorcycling. Where is it? How do you find it? How the #$%& do you jump over logs?

Learn to ride trials, that's how! Many topnotch enduro riders and motocrosses include trials riding in their program just to learn the aforementioned skills and above all,to maintain the sharp edge of balance. Trial isn't for all of us, as we each have our own favorite area of motorcycling.

(see On Pegs next column)

SCRAMBLE TIME with BUDDY MORROW

During 1976 our club put on or participated in eleven scrambles including one 6 hour event. I entered all but one and believe me, we had every terrain you could want. We had dust, mud, water, sand, woods, roads, flat and hilly. Add to this hot and cold with rain and shine and you can see all the different combinations. The nice part was we were never more than a couple of hours of Houston.

If you haven't run one of these events why not make it a point to do so this year? You can think of a scrambles as just a fast enduro or a very long motocross. Either way they are a lot of fun and have great spectator points, so why not load up your wife, kids, camera, and of course bike and we will see you at the next event.

****
1975 Husky 400 WR. Enduro ridden only.
*Has been in storage since June 1976. *
*Call David Boyles 623-2996. *
****

(On pegs cont'd)

But the skills of trials riding is basic to all.

In conclusion, let me take this opportunity to offer you my personal invitation to "come on out" and enjoy a trials on your next off weekend when you are not at an enduro or scrambles. Especially if your playbike is a TL, TY, Sherpa T, Cota, or the like. Til then, FEET UP!!!!

Σ

Rumor has it that there is going to be a TRH trials in January at a sand pit north of Houston with enduro classes.

****
* 1974 Hodaka 125cc Wombat Call John *
* Musslewhite 777-6218 or 776-2901 *
* - - - *
*1973 CZ 250cc *
*1971 Yamaha Enduro 125cc Call Glen *
*Morris 498-0942 *
* - - - *
* 1976 Honda MR-250 Excellent condition*
* only 480 actual miles. *
* Call John Hervey 495-6514 *
* - - - *
*1976 Suzuki RM 250A $700. Call *
*Buddy Morrow 353-7697 *
****

PUBLIC RELATIONS

Phil Payne

MEMBERSHIP

BETTYE REICH

We wish to welcome to the club three new members for this month.

They are:

★David Flory
1606 Vermont
Houston, Texas 77006

★Phil and Nelda McFarlane
9542 S. Dairy Ashford #606
Houston, Texas 77099

★Michael and D'Anne Scott
9531 Ravensworth
Houston, Texas 77031

The club now has 96 permanent member renewals with a total of 279 family members. We have nine temporary members with 26 family members.

****
*Must Sell! Yamaha 400 Monoshock, *
*like new. $640 or best offer. Call *
*Bud Powell 681-3645. *
* - - - *
*Honda SL 125 Wife's bike - 498-7205. *
****

LEGISLATION

Ron Willkins

"OPPORTUNITY KNOCKS BUT ONCE"

Seems that the people in Lufkin know just when to schedule a major meeting so that they will not have any representation from us folks with premix in our blood.

The motorcycle races in the Astrodome are held January 28th and 29th; the Charette to decide what will be done with the Cleveland side of the National Forest will be held January 27, 28, and 29.

I know it is asking a lot, but if ya'll can miss the races this year and come to the Charette (to be held at Waterwood on Lake Livingston) you can insure a place for you to ride your motorcycle for the next 10 years.

I recieved a reply from Al Eames, who is the manager for Amateur Activities for the A.M.A. The letter is as follows, but I will tell you what it says in a nutshell: We are on our own as far as fighting for our land to ride on.

So I say again: "Opportunity Knocks But Once" Dig It!

- - -

Ron Wilkens
1751 Moritz #115
Houston, Texas 77055

Dear Ron,

Your letter of October 21, indicates that you do have a serious problem with the National Forest people in your area. My reaction to the "negative" For Ranger would be to "try him out" an event which would be designed to not damage his forest in any way. Run a simple, easy poker run, using all two-track roads, or existing trails, and plan on the event covering, at least, the bond required, in terms of entry fee. Perhaps you could run it as a benefit for a local Lions Club, or some charity. Find out what charity the negative Ranger likes, and use it as a tool to show him that you are responsible motorcyclists.

There are many ways to "play the game" with these land managers, Ron, and there is no set method that works in any one area. Each area has it's unique problem and must be dealt with accordingly. A prime comparison is the two rangers you have in your area. 180 degrees with each other, based upon their (Page 5)

..weety birds)
you may as well kiss off the San Jacinto District for dirt riding. Now this may sound blunt, but what riding remains in the Raven District is a result of hard work by several (not enought) TRH'ers. I implore you to attend these meetings.
Bill Edmondson,
President

(letter to Ron Wilkens)
personalities.
The AMA can deal with a National problem, and we do offer advise to people like yourselves, based on our resources of informations, but we cannot represent you on the local level. This has to be done by people who live, and play, in the area. It may sound cold, Ron, but that's the way it works. I know, as I've been on both sides of the problem, for sure.
With an easy poker run type of event, there should not be a problem with marking the route, nor with the removing markers. While I think you may not be familiar with mileage route sheets, this type of reference could be used, especially if you used roads, and fewer markers would be needed.
I'd be glad to help you in any way I can, Ron, but I sure would not give up on this negative ranger. He may get you in the end, but I'd sure give him a hard time before he did.
An AMA charter requires at least 10 members to hold a valid AMA membership, ...on, and the fee is $15.00. I think that Janet Collins has already sent this info to you. I strongly urge you to join the AMA, Ron, at least to this degree of chartering. There is strength in numbers, Ron, and that is what you need to show this negative ranger.
Please stay in touch, and let me know what you are doing. I know Roy Pool, and think he's doing a fine job with the circuit.
Sincerely,
Al Eames, Manager
Amateur Activities

[QUICK TIPS]

Air pressure is very important on dirt bikes. If you have been running high pressure, you are in for a real surprise the first time you soften the tires. ---------- James Wipff

The following pressures are recommended for tires running rim locks and/or screws.

Hard Ground:

Trials	Front 6/8 PSI	Rear 4/6PSI
Enduro	9/11PSI	8/10PSI
Scrambles	14/16PSI	15/18PSI

Wet Soft Ground:

Trials	Front 4/6 PSI	Rear 3/5 PSI
Enduros	7/9 PSI	4/6 PSI
Scrambles	10/12PSI	10/14PSI

"SEASON'S FIRST" FAMILY ENDURO

The third running of Family Plus is scheduled for March 20, 1977 in the Raven District of the Sam Houston National Forest. Planned is a first loop of 35-40 miles for all contestants at 12mph., a 25-30 minutes pit stop, then a 40-45 miles loop at 18 mph. for all men's classes except youth boys. Late points in the first loop will not be carried over into the second loop classes. All enduro classes as outlined in the TRH class structure will be scheduled with a minimum of 5 entrants per class. The trails will be basically the same as 1976 but with the Forest Services blessing, sufficient changes will be instigated to require following the arrows, not running from memory. No road will be used. if the current monsoon season persists I suggest full flotation tires and scuba tanks plus a post-enduro trip to the car wash.

I would much appreciate volunteer workers to contact me at home. Many work days may be accomplished and still be elgible to ride the event. A complete flyer will be in the next TRH news. W. Powell, Chairman

NOTICE

CLUB MEETING DATE MOVED TO

JAN 31

WHY ???

JOHN PENTON

WILL ATTEND

TIME: 7:30

PLACE: SPJST #142 - 5508 NOLDA

BRING A PROSPECTIVE MEMBER

OPEN FORUM

Open forum is intended to be the sounding board for the general membership and even for non-members if space allows. This month there would have been plenty of space, since this is the first issue and no on really knew of this column's existence. There will be no editing in this column with the exception of deletion of four letter words. In other words, if you wish to praise or condemn, then this is the proper place. If you wish to just write a message to someone, that's fine.

Now, one thing we will do here is allow anyone who is attacked directly to answer directly in the same issue. For example, should a member complain about a specific ruling by a chairman in an event, then that chairman will be given the opportunity to answer the charge.

Now, please understand, I will print all and anything that is submitted even if very controversial and even if personally I am very opposed to what I print. The only thing I won't print is a personal attack on another member without specific approval of the general membership.---------- Editor

TERLINGUA UPDATE

On December 28th TRH received a letter from Roy Pool, chairman of Texas State Championship Enduro Circuit, which was sent to all member clubs. This letter went into great detail about the controversy between Barrick Watts and Glen Pepper, the two prime people in last year's event, and the Big Bend Biker's Association.

In a nut shell it seems the two sides could not get together on who would get the biggest slice of the money pie. As a result, two seperate flyers and entry forms are floating around, because both sides claim to have the T.E.C.E.C. sanction.

Roy asked, in his letter, for a vote of the clubs as to which side the sanction should be given or to pull the sanction altogether. (next column)

Below is Roy Pool's follow up letter of January 6, 1977 and the official flyer.

So the event will be held and from all the reports I've heard on last year's event Terlingua is a great place to ride. †Chris Hardy

January 6, 1977
Trail Riders of Houston
Chris Hardy
18110 Wild Oak
Westfield, TX 77090
RE: Terlingua Enduro, February 13,1977
Gentlemen:
Please refer to my letter of December 24 and our subsequent telephone conversations regarding the Big Bend Bikers Association and the Terlingua Enduro.
By a majority vote of all twelve clubs the sanction for the Terlingua Enduro was pulled with the stipulation that it would be reinstated only if the two groups could get together and give the Circuit the assurance of a good event by all of the original sponsors of the qualifying event.
I have talked with both Glen Pepper, Barrick Watts, and Merritt Hopson representing the Big Bend Bikers Association and they have all consented to resolve their past differences and to combine their efforts to make the Terlingua Enduro a successful high caliber T.S.C. event.
I have had lengthy conversations with everyone involved and am now convinced that all problems have been put aside and have requested a letter from both parties stating same. We have a $400 deposit in the T.S.C. bank account as further good faith on the part of the enduro sponsors.
Therefore, the Terlingua Enduro is on again. The enclosed flyer is the official entry blank and should be the only one used.
If you have any further comments or questions just give me a call.
Very truly yours
Roy E. Pool - Chairman
T.S.C.E.C.

INFORMATION FOR PROSPECTIVE MEMBERS

ORGANIZED IN APRIL OF 1969,"TRAIL RIDERS OF HOUSTON" IS A GROUP OF PEOPLE OF VARIED BACKGROUNDS INTERESTED IN OFF-ROAD CYCLING. ORGANIZED EVENTS ARE SCHEDULED EVERY TWO OR THREE WEEKS AND INVOLVE ALL FACETS OF OFF-ROAD CYCLING; NAMELY, ENDUROS, TRAIL RIDES, TRIALS, FIELD MEETS, HARE SCRAMBLES, INSTRUCTION SEMINARS, ETC. ALL "TRH" EVENTS ARE ORIENTED TO FAMILY PARTICIPATION. THE SUCCESS OF THESE EVENTS (AND THE CLUB AS A WHOLE) IS DUE TOTALLY TO THE PARTICIPATION AND EFFORTS OF ALL THE MEMBERS. IN ADDITION, "TRH" IS INCREASEINGLY INVOLVED IN THE POLITICS AND PUBLIC RELATIONS OF MOTORCYCLING, DEALING IN SUCH AREAS AS OBTAINING NEW PLACES TO RIDE, FURTHERING THE ANTI-NOISE CAMPAIGN, AND ATTEMPTING TO INFLUENCE LEGISLATION CONCERNING MOTORCYCLES. SUCH INVOLVEMENTS MUST BE INTENSIFIED BY INDIVIDUALS AND RIDING CLUBS, ALONG WITH THE INDUSTRY AND DEALERS IF WE ARE TO SURVIVE THE ONSLAUGHT OF UNWARRANTED AND UNINFORMED CRITISICISM AND RESULTANT POTENTIALLY OPPRESIVE LEGISLATION AND RESTRICTIONS THAT WE CURRENTLY FACE.

"TRAIL RIDERS OF HOUSTON" HAS PLAYED A MAJOR ROLE IN ADVANCING THE SPORT OF MOTORCYCLING IN THIS AREA THRU CIVIC AND POLITICAL ACTION AND THRU A GOOD EXAMPLE, AND WE MUST CONTINUE TO PROTECT WHAT PRIVELEGES WE HAVE. WE MUST ALL HELP TO PRESENT AN IMAGE THAT WILL CONTINUE TO UPGRADE THE SPORT OF MOTORCYCLING RATHER THAN EVOKE FURTHER OBJECTIONS FROM OUTSIDERS. THE CLUB WILL NOT TOLTERATE EXCESSIVE NOISE, BIZARRE APPEARANCE, OR DANGEROUS RIDING HABITS.

TEMPORARY MEMBERSHIP

ANYONE WISHING TO JOIN "TRH" WILL SUBMIT HIS DUES OF $20.00($10.00 between July and December) FOR HIMSELF AND HIS IMMEDIATE FAMILY ALONG WITH HIS APPLICATION.(THIS IS ANNUAL DUES FOR THE CALENDAR YEAR ONLY). ONE CAN SUBMIT THE APPLICATION AND DUES TO THE MEMBERSHIP CHAIRMAN AT ANY MEETING OR BY MAIL TO P.O.BOX 22932, HOUSTON, TEXAS, 77027.

A TEMPORARY MEMBER IS ENTITLED TO THE MONTHLY CLUB NEWSLETTER. HE AND HIS FAMILY MAY NOT RIDE AS A CLUB MEMBER WHILE STILL A TEMPORARY MEMBER.

FOR A TEMPORARY MEMBER TO BE ACCEPTED AS A MEMBER(PERMANENT), HE OR MEMBER(S) OF HIS FAMILY(AS LISTED ON THE APPLICATION) MUST WORK OR HELP ON A REGULAR TRH EVENT(S) FOR TWO DAYS. THIS WORK CAN TAKE MANY FORMS, SUCH AS, CHECKPOINT HELP, COURSE LAYOUT, EVENT PHOTOGRAPHER, EVENTS REGISTRATION, ETC.

PERMANENT MEMBERSHIP

THIS IS ANYONE WHO HAS FULFILLED HIS "TRH" WORKDAY REQUIREMENTS AND HAS BEEN ACCEPTED. HE IS ELIGIBLE TO VOTE (ONE VOTE PER MEMBERSHIP FAMILY) AND TO RIDE EVENTS AT AT MEMBER DISCOUNT RATES.

ALL "TRH" MEMBERS MUST WORK AT LEAST TWO DAYS PER YEAR PER MEMBERSHIP TO MAINTAIN THERE PERMANENT MEMBER STATUS. MEMBERS INVOLVED IN SPECIFIC JOBS WITHIN THE CLUB SHALL HAVE FULFILLED THEIR WORK REQUIREMENTS BY PERFORMING THE JOB FUNCTION. ONLY PERMANENT MEMBERS MAY RUN FOR THE "TRH" BOARD OF DIRECTORS.

TRAIL RIDERS OF HOUSTON MEETS AT THE SPJST STEFANIK LODGE NO. 142, 5508 NOLDA(TAKE THE T.C.JESTER EXIT OFF I-10 EITHER WAY) AT 7:30 ON THE FIRST MONDAY OF EACH MONTH.

COME RIDE WITH US!!!!!

SPECIAL NOTE: THE FEBRUARY MEETING ONLY WILL BE HELD ON JANUARY 31, 1977 BECAUSE WE WILL HAVE JOHN PENTON AS OUR SPECIAL GUEST.....

PENTON FRAME ANO SWINGARM,MOTOCROSS
TANK AND REAR FENDER, TOOLBAG -ONLY
RIDDEN ONCE TO AND FROM WORK...CALL
*WADE GENTRY @ 466-5716 *

---

*1974 SUZUKI GT-500,LUGGAGE RACK & *
CRASH BARS-4000 MILES-LIKE NEW-$900-*
CALL JOE McDONALD @ 864-0875

---

*USED MOTORCYCLE BOOTS-SIZE 6-CALL *
*440-6141 *

---

*75 OSSA SUPER PIONEER-MAKE OFFER- *
*CALL CRAIG McCOY @ 440-6141 *

AMF SCAMPER "CHUCKWAGON" CAMPER....
TRAILER...3 MONTHES OLD...CARRY TWO*
BIKES...SLEEPS 4...SINK,ICEBOX,STOVE*
CALL LARRY SAMPLE @ 467-1350.....*

---

*MONTESA COTA 123T, EXCELLENT SHAPE *
AND LIKE NEW.....CALL "TEX" ALLEN AT*
497-0981 (DAYS)

---

*SUZUKI TM-100, BETTER THAN NEW AND *
*RIDDEN VERY LITTLE....NOT RACED AT *
ALL...CALL 498-8946

MONTESA "250VR"---VERY, VERY FAST &
DEPENDABLE---HANDLES LIKE A REALLY
GOOD 125---TORQUE & HP LIKE A 400CC
BIKE---PARTS ARE CHEAPER THAN ANY
OTHER EUROPEAN BIKE---NEW BILSTEINS
WITH 6" TRAVEL REAR AND 8" BETORS @
THE FRONT WITH LATEST VALVING---NEW
PISTON, RINGS, AND SLEEVE.....$400
CALL 498-7073 AFTER 5:00

TWO-DAYS TRIALS TO BE HELD MEMORIAL DAY WEEKEND.

ALRIGHT, FOR THOSE WHO IN THE PAST YEAR TOLD ME YOU WOULD REALLY LIKE TO SEE TRH PUT ON A REAL LIVE TWO DAY EVENT, YOUR TIME HAS COME, EITHER PUT UP OR SHUT-UP.

I WILL CHAIRMAN A TWO-DAYS TRIAL IF THE REQUIRED HELP COMMITS BY AT LEAST THE MARCH MEETING. WE CAN PULL IT OFF AND MAKE THIS THE PREMIER TEXAS EVENT IF THE MEMBERSHIP WILL GET BEHIND IT. WE HAVE ALL THE NECESSARY INGREDIENTS, MANPOWER, SKILLS, KNOWLEDGE AND PLAIN PHIZAZZ THAT IT WILL TAKE. THE TENTATIVE DATE IS MAY 28, 29, 30.

COME ON AND SIGN-UP TO HELP!! I CAN FOR CERTAIN GAURANTEE A LOT OF FUN FOR THOSE WILLING TO MAKE AND KEEP A COMMITMENT TO WORK THIS EVENT.

I HAVE CLEARED WITH THE BOARD THE FIRST AND AS YET NOT COMPLETE PLANS. DEVIATIONS FROM THE NORMAL TRH REGS ARE AS FOLLOWS:

1. GIVE MEDALS AS IS TRIALS PRACTICE FOR THIS TYPE EVENT. THIS WILL BE A VERY NICE AND SPECIAL MEDALLION CAST SPECIALLY FOR THIS EVENT. THEY WILL BE BRONZE WITH GOLD PLATING, SILVER PLATING AND NATURAL COLOR. THERE WILL BE EITHER TROPHIES OR PLAQUES FOR THE HIGHEST SCORES IN THE SPECIAL TESTS ONLY.
2. THE SPECIAL TESTS WILL BE:
   A. TIMED LAP(MOTOCROSS STYLE)
   B. ACCELERATION AND SOUND
   C. SECRET CHECK (DAY ONE)
   D. SECRET CHECK (DAY TWO)
3. EACH ENTRANT WILL RECEIVE EVENT PATCH
4. DAY ONE WILL BE APPROX. 120 MILES
5. DAY TWO WILL BE APPROX. 80 MILES
6. IF PERMITS AND NECESSARY PERMISSIONS CAN BE OBTAINED QUICKLY ENOUGH, THEN BOTH SIDES OF THE FOREST(RAVEN AND THE SAN JACINTO DISTRICTS) WILL BE USED.****
7. ALL BIKES WILL BE STREET LEGAL FOR TEXAS LAW.(TAG,STICKER,BRAKES, SPARK ARRESTOR,WORKING BRAKE LIGHT,HEADLIGHT AND TAILLIGHT.

JOHN PEVETO

****BECAUSE OF SOME UNCERTAINTY ON THE PERMIT RULES SITUATION WE MIGHT HAVE TO USE ONLY ONE SIDE OF THE FOREST. WE DO NOT SEE A DIFFICULTY IN THIS BUT BY THE NEW RULES WE WOULD POSSIBLY HAVE TO GET PERMISSION TO USE ROADS FROM FOUR COUNTIES AND THIS MIGHT GET STICKY. THIS WILL BE CLEARED UP IN THE NEXT FEW WEEKS.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

2nd ANNUAL TERLINGUA ENDURO

February 13, 1977
Key Time: 8:00 am
90+ miles

TERLINGUA ENDURO CLUB
BOX 327
Fort Davis, TX 79734

Terlingua, Texas
Elev. 3200 ft.
Villa de la Mina

Entry Fee- $12.00 Late Entry- $17.00 (after January 26, 1977)
CLASSES: A&B Men: 0-100cc: 101-125cc: 126-200cc: 201-250cc: 251-Open/ A&B Women: Open/ Sr. Men: Open/ C: 0-200cc & 201cc-Open/ 16 & Under
ENTRY RULES: Rider #s determined by drawing January 29, 1977 at Villa de la Mina. Entries mailed together will be drawn together. Riders who desire a late number can SAVE late entry fee!! How?? Just indicate on your pre-entry "LATE NUMBER". Your number will be assigned after drawing. Rider #s cannot be sold or transfered. NO refunds. Muffler/spark arrester required: bikes will be tested at the Starting Line. For # and results, send 4x9 stamped, addressed envelopes with entry. Trophies: 10% of class entries with maximum of 10 per class and minimum of 3. PATCHES. FOR FUTHER INFO CALL: Barrick watts, (915) 426-3772 day, 426-3837 nite or Glen Pepper (915) 364-2446 anytime.

RIDER INFORMATION: Starting Line will be at Villa de la Mina (10 miles west of Terlingua on hwy. 170). Women's, 16 & Under and C Class will ride 40-50 miles. Riders meeting at 7:00. Camping space (no hook-ups). Test area for cycles. NO PIT RACING at risk of disqualification. 2 gas checks. NUMBER MUST BE ON BIKE. Accomodations at Villa de la Mina (915) 364-2446. Reservations will be held only when accompanied by a deposit. There are several motels in Alpine: Ramada Inn- 837-3491: Sunday House- 837-3363: Bien Venido- 837-3454.

1977 TERLINGUA ENDURO ENTRY BLANK
Texas State Championship Enduro Circuit Rules

NAME _____ AGE _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

( )SS (check one) ( )A ( )B ( )A Women's Open ( )B Women's Open
( )C ( ) Sr. Men ( ) 16 & under. Motorcycle Make _____ C.C. _____
( ) Contribution to TSCEC Legislative Fund enclosed.

RELEASE STATEMENT: I hereby agree to conform to and comply with the Rules of the TSCEC, and I further agree to release and hold blameless the TSCEC, the Terlingua Enduro Club, the officers, members, or employees of such organizations, and the owners or lessees of the premises for any loss or injury to myself or my property and to assume all responsibility for any loss or injury to myself or my property in which I may become involved by reason of participation in this contest.

DATE: _____ SIGNED (in ink) _____

I hereby give my permission and consent for _____, a minor to participate in the 1977 Terlingua Enduro sponsored and promoted by the Terlingua Enduro Club, and I hereby agree to the above release with respect to said minor's participation in this enduro to be held in the vicinity of Terlingua.

DATE _____ Signature _____
Parent or Legal Guardian

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ day of _____, 1977 to certify which witness my hand and seal of office.

trh

trail riders of houston

P.O. BOX 22932

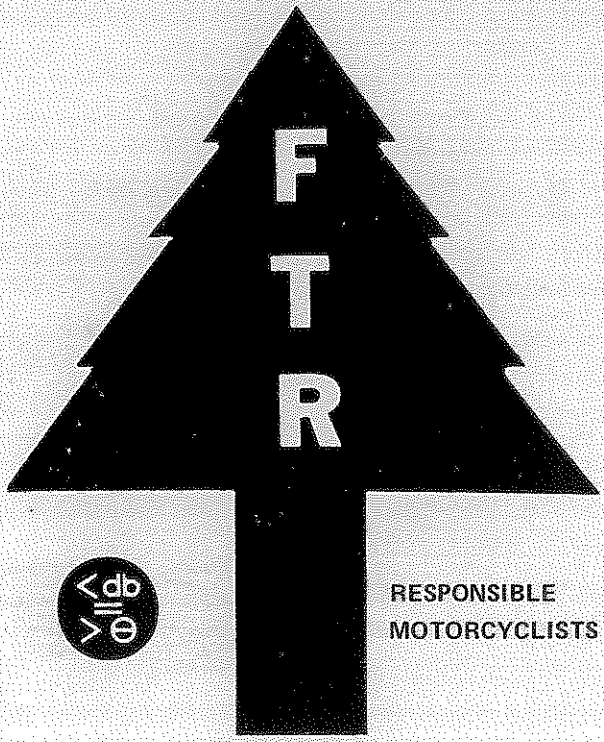
HOUSTON, TEXAS 77027

BULK RATE
U. S. POSTAGE
PAID
Houston, TX 77027
Permit #1426

014770 2

ROY POOL
704 BROWNSTONE
EULESS TX 76039

FLORIDA TRAIL RIDERS



RECOMMENDATIONS AND GUIDELINES FOR PROMOTING A SUCCESSFUL ENDURO

TABLE OF CONTENTS

B. Race Day

1. Sign-up: The night of the pre-entry drawing do as much as possible to make the sign-up go smoothly on race day. Make up score boards and post all pre-entries in their respective classes. Make up rider packages for all riders, which include helmet cards, helmet rider number, route sheet, gas stop information and additional rider information. Just remember, any information that you give the rider is one less question you will have to answer. Provide a Key Time watch on the sign-up table.

   For post entry be sure and have adequate personnel to efficiently run sign-up with out creating long lines on Sunday morning. Be sure to place the sign-up tent in a location where noise will be at a minimum and where traffic and parking can be kept away from the workers.

2. Riders' Meeting: The riders'meeting should be held about ½ hour beforeKey Time. It should be short and to the point. The more you discuss the less the riders will remember, so only discuss important topics. Key Time should be given at least two times in the meeting to give riders a chance to correct their watches. The Key Time watch should then be used to start riders at the start.

3. Start: Have the start well marked and in a location where it is possible for at least ½ of the event's riders to park their machines and wait for their start time to arrive. The start is the first check so all riders must receive a check point time at the start to show that they started on their proper minute.

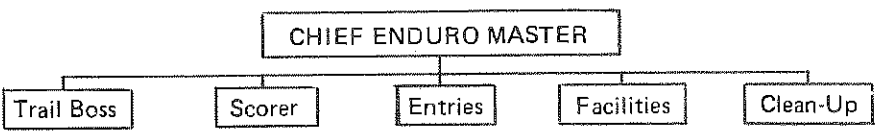
4. Gas Stop: If at all possible make the gas stop at the start area. This eliminates many proplems for both riders and promoters alike. That way you do not have to provide a gas truck and it is easier for broken down riders to get themselves back to the start area.

5. Finish: The finish is a known control which allows the riders to arrive early with no penalty. The finish should be equipped with a table, pens, and scrap paper so that the riders can score their own cards at the finish and turn them in. This speeds up scoring and reduces scoring errors.

CHAPTER II - ORGANIZATION

A. General

The success or failure of an event can be directly related to the amount of organization and planning that goes into the event. The event can be broken down into five major categories with one head (chief-enduro master) to watchdog the sub bosses and to organize and direct the event.



By having one executive event master and five sub bosses, no one person is overloaded with work and all workers can enjoy the event.

B. Event Breakdown

The following is a list of major jobs for each sub boss to be responsible for. It is very helpful if each sub boss has a check off list such as this to help his memory as the event date approaches.

1. Trail Boss
   a. Trail breaking
   b. Arrowing
   c. Establish mileage
   d. Establish check points
   e. Organize and run technical inspection
   f. Make out route sheets
   g. Pre-ride with FTR Assistant Referee
   h. Establish gas stop location and maps for crews
   i. Provide gas truck

2. Scorer
   a. Recruit and train checkers
   b. Obtain check point flip charts
   c. Obtain books, tablets, marker pens
   d. Run checkers meeting (prior to day of event)
   e. Set watches
   f. Organize and operate scoring
   g. Post scores
   h. Designate trophy and team winners
   i. Check watches minimum 2 weeks in advance of run

3. Entries
   a. Flyer and FTR advertisement
      Information that should be on the flyer:
      When - Day - Starting time - Riders' meeting time - Sign-up
      Where - Location by name and if possible by drawn map
      Cost, length of run, gas, camping, and pre-entry form
      Don't forget an address and telephone number.
      FTR newsletter deadline is the 10th of the month.
   b. Take pre-entries
   c. Organize drawing
   d. Recruit and train sign-up
   e. Run sign-up
   f. Provide notary public
   g. Obtain rider cards and entry blanks
   h. Obtain change for post entry

4. Facilities
   a. Rent-a-cop
   b. FCD keys if needed (For locked gates)
   c. Port-a-johns
   d. Garbage pickup
   e. Radio club
   f. Set up posting boards and rope off
   g. Sign up tent, chairs and table
   h. Club beer, cokes etc.

i. Checkers' beer coolers and provisioning
j. Rope off start area, impound area etc.
k. Trophies
l. Obtain quiet place for scorers to do scoring

5. Clean Up
   a. Recruit clean up crew
   b. Pre-ride assigned sections before event
   c. Clean up course and report clear

CHAPTER III - TRAIL MARKING

Once you have general familiarity with the area for the enduro and a basic idea of the enduro and a basic idea of the route, course markings can begin. Generally marking should be carried out in the following steps:

1. Initial Trail Breaking. Use of surveying (barrier) tape and a few arrows will begin to mark the trail and help you identify it in subsequent runs. Rough mileage should be recorded even on your first run to create the basis for the final length. Once the first route is marked in this manner, the trail map should be generated.
2. Primary Arrowing. Primary arrowing consists of completely arrowing sections of the course not usually casually ridden by trail riders. These can be arrowed a week or more before the event. Don't connect these sections together with arrows yet, however, to prevent major pre-riding.
3. Day Before the Event. This is the time to connect everything and to increase your arrow density to the final amount, but leave down major highway arrows and arrows near the start until near nightfall or day of event.
4. Day of the Event. Now put up the arrows on conspicuous highways and the starting area. Complete the required pre-run ride by checking all markers. This can best be accomplished by a series of riders each responsible for a certain portion of the course.

It is the responsibility of the promoter to clearly and properly mark the course. Try to mark the course as if you were going to ride it. Use the philosophy that a rider should see an arrow everytime he needs to look for one. In other words when he gets lost it is out of his carelessness not the promoter's. Also comply with the FTR rules governing the type of markings and rider information.

The FTR dayglow pine tree arrows are the only arrows to be used at an FTR sanctioned enduro. They are easily seen, convenient and durable. Required rider information consists of turn numbers, mileage markers and danger markers. We highly recommend use of wrong way markers and pre-turn arrows.

In areas where trails run close to each other (like Croom and Titusville) and it is possible to inadvertently cut part of the course by over running a turn marker and picking up the course when it comes back out on the main trail, extra caution should be used in arrowing and trail layout to prevent this sort of thing.

Straight ahead arrows are required every two miles. Put up an arrow at least every ½ mile even on paved roads. The arrow simply points the direction of the route.

Two turn arrows are required at every major turn along with turn number and mileage. Both arrows simply point to the new direction of the route. They should be attached together on the same object.

Danger Markers are generally dayglow "X" on white paper plates. They should be placed before each hazard such as highway crossings, washouts, missing bridges etc. Use your danger markers only on stuff that is really hazardous, and use them so the hazard can be identified and the rider stopped before it is reached. Dayglow paint should also be used to mark semi-hidden stumps, logs or rocks that present hazards to the riders.

Pre-Danger Arrows are arrows pointed straight down. This is a good way to warn the rider of up coming danger. We recommend its use highly.

Mileage Markers are used in one or more of three forms - (1) turn number with identifying mileage and number on the route sheet or (2) turn number and mileage or (3) mileage at any interval deemed appropriate by the promoter. The best system is to number major turns, list the mileage on the route sheet and the number plate and put up any additional mileages you consider necessary to accurately set riders' mileages into secret checks.

Wrong Way Markers are usually "W" on a white background and should be placed down each wrong turn or trail at intersections, turn offs, or Ys to send the rider back to the course.

Pre-turn arrows are standard marking arrows placed ahead of the on coming turn in a downward diagonal direction in the direction of the route change. These arrows help prevent riders from missing turns or incurring injury from collisions by overshooting.

Putting them up - Arrows and staplers can conveniently be carried in a carpenter's apron. Additional supplies such as extra arrows, staples, rider information markers, surveyor's tape and paint fit easily into a cheap hunter's vest.

When putting arrows up use at least four staples to prevent rain from curling the arrow and the wind from blowing it down. In critical locations duplication with arrows high and low on both sides of the trail will discourage unauthorized removal. We also suggest high arrows at major turns to prevent snatching by the general public or spectators. Arrowing should be done in teams with someone riding behind to pick out spots that need better definition since he is the only person who would see the course marked in front of him. Reriding the course also accomplishes the same task.

Take Them Down - We realize that removing arrows is as much fun as taking down old campaign posters; besides, a promoter gets no additional profit from cleaning up. If we had our way the promoter would get no more enduros if he left arrow collections to Mother Nature. FTR rules say all markers should be down in two weeks. We further suggest that all easily seen reminders of the event be removed from the public's view the day of the event. We usually have our cleanup riders take down arrows near any areas used by the public and on highways.

Try to organize a clean up for next weekend using an arrow run or some sort of competition or trail ride as an incentive. Note when you tear an arrow down don't throw it in the weeds. Collect them in plastic bags and dispose of them properly. One additional instruction should be given any novice arrow

retriever. Don't stick the arrows in your shirt - an enduro arrow is the second favorite habitat of the chigger or red bug. The favorite habitat is your body.

CHAPTER IV - SCORING

A. General

An enduro should be scored accurately, early and rapidly. The average Florida enduro misses all three, basically because of the inefficiency and lack of planning on the part of the promoter. About one event in 5 is scored well enough that trophies are passed out within 1 or 2 hours after the last rider is due in. The puzzle is, if some can do it right why do we generally wait until dark to see only finishers scored and most of them incorrectly? Certainly the promoter would rather close the event in a reasonable time with a minimum of hassle. The riders would also rather find out how they came out, pick up their trophies, and get home before time to get up Monday morning. So here are some suggestions that will remedy the slow scoring methods.

Check points, of course, have to be at the correct mileage, not just a place that's convenient to you. A check point must be at a mileage that corresponds to an even minute of rider time. (Some multiplication of .4 for 24 mph enduros)

1. Read the rules. Mention rules at the riders' meeting again especially the early penalty option. The FTR rule book covers the technical aspects of scoring you must absolutely know before the enduro. Lack of knowledge of these rules or taking particular sections out of context in a panic situation is going to guarantee a screw up.
2. Limit the number of time checks. You don't need a lot of timed checks, for a good enduro, 6 in 100 miles is plenty. Five (5) in any less mileage is also reasonable. Fill in with observed checks that are easier to staff and can be scored at a glance.
3. Collect score cards at the last check. Take the card here and have some scrap paper and pencil if the rider wants a record. This will cut an hour or so off the final time to score an event.
4. Score as the cards are turned in. Don't wait until the event is over to collect a bunch of scorers. Have personnel on hand to score the cards as they are collected. Cards can be scored nearly as fast as riders come in.
5. Make sure you can score the cards. Use cards as the primary method. Checkers books should only be a backup in case of a problem. The fewer times you go to the books the faster the scoring. In a wet event supply a baggie for protection of that card. Make sure your checkers know how to fill in the card properly.
6. Keep you scorers from being hassled. People answering questions can't score fast or accurately. Rope off a place or even better find

a van or tent etc., to isolate your scorers. Answering questions is easier when all scores are posted.

7. Teach the scorers before the event. Hold your scoring meeting some time before the event. Don't try to recruit someone on the spot. Make sure every scorer knows your system.

8. All watches are preset so that a rider "zeroing" a section arrives at the same time as he started. Example if your first check is 8.4 miles out it should take a rider 21 minutes of 24 mph riding to "0" the check. The first check watch is set 21 minutes behind the key time or starting clock. This means a rider starting at 10:01 comes in to the check at 10:01.
   A list of mileages and the time to set the clock back for each can be found in section C.

9. Sort finished score cards by class for ease of score posting and for ease of finding a questioned card during the protest period.

B. Check Point Information

Following are three example check point information sheets, one for each type of check. It is recommended that one of these sheets, filled out, be given to each check point crew to help them in doing their job.

1. Observed Check - Flag Color: White

NAME_____

CHECK LETTER_____

LOCATION_____

APPROX. MILEAGE_____

TIME TO BE AT CHECK_____

TIME TO LEAVE CHECK_____

INSTRUCTIONS:

Put your check letter on each rider's score card as shown below. If several riders come into the check at one time, mark them in order. "First In, First Out". Do not let helping one rider (push bike etc.) delay you from marking other riders.

Name		No.
I. GOFAST		215A
CK. PT.	TIME IN	POINTS LOST
1	10.14 A	
2	10.18 B	
3	10.37	
4	11.03 D	
5		

PLACE LETTER HERE

EXAMPLE SCORE CARD

NOTE: CHECK C WAS MISSED. MARK D ON LINE 4.

2. Secret Check - Flag Color: Red and White

NAME_____

CHECK NUMBER_____

LOCATION_____

MILEAGE_____

	REAL TIME	WATCH TIME
TIME TO BE AT CHECK		
TIME TO LEAVE CHECK		

Name		No.
I. GOFAST		215A
CK. PT.	TIME IN	POINTS LOST
1	10.14 A	
2	10.18 B	
3	10.37	
4	11.03 D	
5		

EXAMPLE SCORE CARD

NOTE:
LEAVE ROOM FOR
OBSERVED CHECK
MARKS HERE

On each rider's score card, write the hour and minute on the line for your check number as follows:

Watch Time 11:43:17
Write 11:43
Note: For times between 11:43:00 and 11:43:59 - write 11:43

If several riders come in to a check close together, it may not be possible to score them all before the minute changes. In this case, record the minute it was when they crossed the check point flags on their score card and not the minute shown on the watch when the score is actually written. Also, record each rider's number in the score book on the page for the minute written on his score card. The book should be held so that it can be seen by the person writing on the score cards. The pages should be flipped to the next minute each time the second hand reaches 60.

The watches are set a number of minutes behind real time so that a rider going at 24 mph will arrive at each check point when his starting time is shown on the watch. A rider starting at 10:17 should come into each check between 10:17:00 and 10:17:59. If the rider comes in at 10:19, he is 2 minutes late.

3. Emergency Check - Flag Color: Green and White

NAME_____

CHECK NUMBER_____

LOCATION_____

MILEAGE_____

	REAL TIME	WATCH TIME
TIME TO BE AT CHECK		
TIME TO LEAVE CHECK		

Name		No.	
I. GOFAST		215A	
CK. PT.	TIME IN		POINTS LOST
1	10.14	A	
2	10.18	B	
3	10.37.18	C	
4	11.03	D	
5			

WRITE HOUR MINUTE & SECOND

NOTE: LEAVE ROOM FOR OBSERVED CHECK MARKS HERE

EXAMPLE SCORE CARD

On each rider's score card, write the hour, minute and second on the line for your check number as follows:

If several riders come in to a check close together, it may not be possible to score them all before the minute changes. In this case, record the time it was when they crossed the check point flags on their score card and not the time shown on the watch when the score is actually written. Also, record each rider's number in the score book and the time written on their card. The book should be held so that it can be seen by the person writing on the score cards. The pages should be flipped to the next minute each time the second hand reaches 60.

The watches are set a number of minutes behind real time so that a rider going at 24 mph will arrive at each check point when his starting time is shown on the watch. A rider starting at 10:17 should come into each check between 10:17:00 and 10:17:59. If the rider comes in at 10:19, he is 2 minutes late.

C. Check Point Clock Setting Chart

Check Point Mileage	Check Point Watch Reading at Keytime 10:00	Check Point Mileage	Check Point Watch Reading at Keytime 10:00	Check Point Mileage	Check Point Watch Reading at Keytime 10:00
0.0	10:00	21.2	9:07	39.6	8:21
3.2	9:52	21.6	9:06	40.0	8:20
3.6	9:51	22.0	9:05	40.4	8:19
4.0	9:50	22.4	9:04	40.8	8:18
4.4	9:49	22.8	9:03	41.2	8:17
4.8	9:48	23.2	9:02	41.6	8:16
5.2	9:47	23.6	9:01	42.0	8:15
5.6	9:46	24.0	9:00	42.4	8:14
6.0	9:45	24.4	8:59	42.8	8:13
6.4	9:44	24.8	8:58	43.2	8:12
6.8	9:43	25.2	8:57	43.6	8:11
7.2	9:42	25.6	8:56	44.0	8:10
7.6	9:41	26.0	8:55	44.4	8:09
8.0	9:40	26.4	8:54	44.8	8:08
8.4	9:39	26.8	8:53	45.2	8:07
8.8	9:38	27.2	8:52	45.6	8:06
9.2	9:37	27.6	8:51	46.0	8:05
9.6	9:36	28.0	8:50	46.4	8:04
10.0	9:35	28.4	8:49	46.8	8:03
10.4	9:34	28.8	8:48	47.2	8:02
10.8	9:33	29.2	8:47	47.6	8:01
11.2	9:32	29.6	8:46	48.0	8:00
11.6	9:31	30.0	8:45	48.4	7:59
12.0	9:30	30.4	8:44	48.8	7:58
12.4	9:29	30.8	8:43	49.2	7:57
12.8	9:28	31.2	8:42	49.6	7:56
13.2	9:27	31.6	8:41	50.0	7:55
13.6	9:26	32.0	8:40	50.4	7:54
14.0	9:25	32.4	8:39	50.8	7:53
14.4	9:24	32.8	8:38	51.2	7:52
14.8	9:23	33.2	8:37	51.6	7:51
15.2	9:22	33.6	8:36	52.0	7:50
15.6	9:21	34.0	8:35	52.4	7:49
16.0	9:20	34.4	8:34	52.8	7:48
16.4	9:19	34.8	8:33	53.2	7:47
16.8	9:18	35.2	8:32	53.6	7:46
17.2	9:17	35.6	8:31	54.0	7:45
17.6	9:16	36.0	8:30	54.4	7:44
18.0	9:15	36.4	8:29	54.8	7:43
18.4	9:14	36.8	8:28	55.2	7:42
18.8	9:13	37.2	8:27	55.6	7:41
19.2	9:12	37.6	8:26	56.0	7:40
19.6	9:11	38.0	8:25	56.4	7:39
20.0	9:10	38.4	8:24	56.8	7:38
20.4	9:09	38.8	8:23	57.2	7:37
20.8	9:08	39.2	8:22	57.6	7:36

Check Point Mileage	Check Point Watch Reading at Keytime 10:00	Check Point Mileage	Check Point Watch Reading at Keytime 10:00	Check Point Mileage	Check Point Watch Reading at Keytime 10:00
58.0	7:35	72.4	6:59	86.4	6:24
58.4	7:34	72.8	6:58	86.8	6:23
58.8	7:33	73.2	6:57	87.2	6:22
59.2	7:32	73.6	6:56	87.6	6:21
59.6	7:31	74.0	6:55	88.0	6:20
60.0	7:30	74.4	6:54	88.4	6:19
60.4	7:29	74.8	6:53	88.8	6:18
60.8	7:28	75.2	6:52	89.2	6:17
61.2	7:27	75.6	6:51	89.6	6:16
61.6	7:26	76.0	6:50	90.0	6:15
62.0	7:25	76.4	6:49	90.4	6:14
62.4	7:24	76.8	6:48	90.8	6:13
62.8	7:23	77.2	6:47	91.2	6:12
63.2	7:22	77.6	6:46	91.6	6:11
63.6	7:21	78.0	6:45	92.0	6:10
64.0	7:20	78.4	6:44	92.4	6:09
64.4	7:19	78.8	6:43	92.8	6:08
64.8	7:18	79.2	6:42	93.2	6:07
65.2	7:17	79.6	6:41	93.6	6:06
65.6	7:16	80.0	6:40	94.0	6:05
66.0	7:15	80.4	6:39	94.4	6:04
66.4	7:14	80.8	6:38	94.8	6:03
66.8	7:13	81.2	6:37	95.2	6:02
67.2	7:12	81.6	6:36	95.6	6:01
67.6	7:11	82.0	6:35	96.0	6:00
68.0	7:10	82.4	6:34	96.4	5.59
68.4	7:09	82.8	6:33	96.8	5.58
68.8	7:08	83.2	6:32	97.2	5.57
69.2	7:07	83.6	6:31	97.6	5.56
69.6	7:06	84.0	6:30	98.0	5:55
70.0	7:05	84.4	6:29	98.4	5:54
70.4	7:04	84.8	6:28	98.8	5:53
70.8	7:03	85.2	6:27	99.2	5:52
71.2	7:02	85.6	6:26	99.6	5:51
71.6	7:01	86.0	6:25	100.0	5:50
72.0	7:00				

It is usually helpful to make up a chart of what the watches should be reading at 9:00, 9:02, 9:04 and 9:06 before the event so that you will have time to set and check all the watches.

CHAPTER V - PUBLICITY

Advertising - Put your flyer in the Florida Trail Rider newsletter. Its distribution is probably as good as anyone's mailing list. Place your advertisement at least two months early. (Note that this requires selecting a starting area early.)

The FTR will bring in all the expert riders you need. To pad your entry list, however, you need to enter quite a few local riders that you get with flyers in local bike shops or a current local mailing list. I found when comparing 3 consecutive enduros in the same area, each with a beginners' class, that in each enduro 50% of its beginners were first time riders.

This group also accounted for approximately 25% of the rider total for the three enduros. So this means your profit can be considerably increased by not ignoring the rider who has never competed and may never compete again.

CHAPTER VI - HELPFUL HINTS

Following is a short mention of rules and helpful hints that should be kept in mind for your run.

1. Major turns have turn number and mileage.
2. Route sheet conforms to number 1.
3. Minimum arrowing on straights is one per ½ mile.
4. [X] DANGER
5. CAUTION
6. [W] WRONG WAY
7. A member of club must ride in front of riders to check course.
8. Gas stop, one per 45 miles and must be listed on route sheet.
9. Inspection:
   Muffler - 92 db at 50 ft.
   Working headlight - 3" minimum diameter
   Working tail light
   Horn
   Mirror
   Current tag
10. Check Flags
    Secret - Red and white
    Emergency - Green and white
    Observation - White
    Known - Yellow
    Note: If a check is an emergency and also a secret both flags must be shown.
11. Finish is a known check.
12. Maximum distance between checks is 40 miles.
13. Minimum distance between checks is 3 miles. (Enduro of under 100 miles)
14. Secret check shall not be less than 2 miles before or 3 miles after a gas stop. (Enduro of under 100 miles)

15. Minimum people at check is 3.

16. Must use check books so that you have back up on score system.

17. Starter's time is official Key Time.

18. Check
    Open 30 minutes before first rider
    Close 60 minutes after last rider

19. Checks must be on whole minute.

20. Emergency checks are used only to break ties. Perfect time is 30 seconds after even minute of rider's arrival time.

21. Time rider into check when front wheel crosses flag, rider may not stop or zig-zag to stall time.

22. No more than 5 riders on a minute. (Recommend 4)

23. Never change any clock once race has started.

24. Key Time is 10:00 not 10:01, but first rider leaves at 10:01.

25. Score boards must be posted before, during and after run.

26. Riders score own card.

27. Score
    1 point for each minute late
    2 points for first minute early
    5 points for each additonal minute early
    1 point for each second off of his 30 seconds for emergency check.

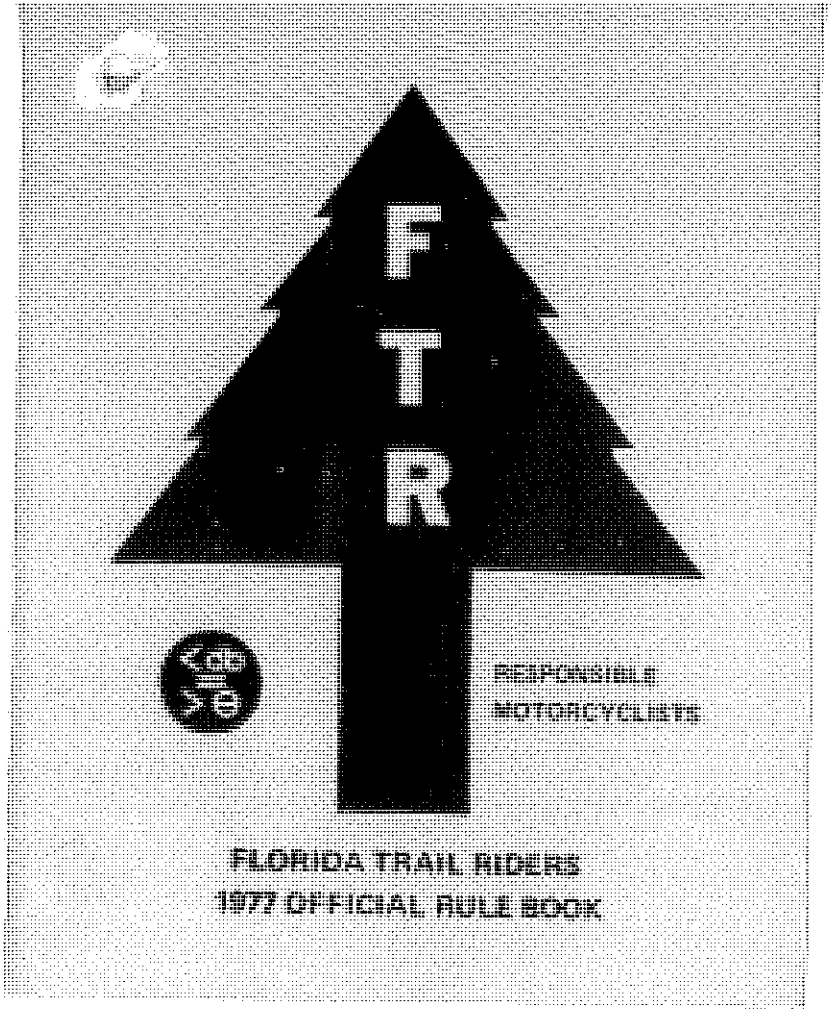
28. Start is 1st check and should be scored.

29. A rider is disqualified when he is 1 hour late at a check.

30. Within 1 week from enduro should give to FTR scorekeeper
    1. Score cards
    2. Helmet cards
    3. Check books
    4. Entry forms
    5. AMA referee report
    6. List of people who worked in the event

31. Assistant referee must pre-ride the whole course before run and proclaim run rideable. He must be an "A" or "B" rider.

32. Minimum distance for a one lap enduro is 60 miles.
    Minimum distance for a closed course enduro is 30 miles per lap.


FTR
RESPONSIBLE
MOTORCYCLISTS
FLORIDA TRAIL RIDERS
1977 OFFICIAL RULE BOOK

Florida Trail Riders is a registered, nonprofit Florida corporation now in its sixth year with over two thousand members throughout the state.

The purpose of FTR is to promote the image of "Responsible Motorcyclists", to sanction, schedule, assist and monitor off-road motorcycle events in Florida; to establish policies, rules, and procedures to be followed by promoters, with the end result being a series of organized events; to sponsor and support positive motorcycle legislation; and to establish and maintain good rapport with private land owners, and local, state, and federal land management agencies.

The FTR membership is made up of people from all walks of life from across the state of Florida who have the exciting sport of off-road motorcycling as a common interest. There are family people (husbands, wives, children); professional people (doctors, lawyers, teachers); technicians and laborers. Off-road motorcycling holds no social, age, or ethnic bounds. With a strong common interest there is no young or old, black or white, rich or poor ... just people who love their sport.

The following rules are the result of more than six years of effort by FTR to establish fair and viable guidelines for ongoing off-road motorcycle events. It is hoped that through FTR, Florida can have safer, better organized, and more enjoyable events for all Enduro and Hare Scramble enthusiasts.

FTR is truly a member-service organization. If you have a problem, a question, or disagree with a rule, FTR is ready to listen and help. Just contact any officer or director listed on the following page and your call or letter will

TABLE OF CONTENTS

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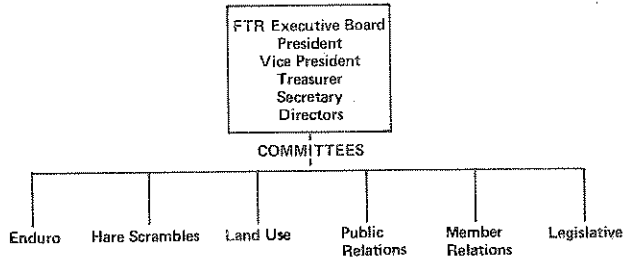
FTR ORGANIZATION STRUCTURE



A. ENDURO COMMITTEE

1. Chairman (appointed by president)
2. One representative from each club that has an approved FTR enduro sanction (not just all clubs) for the year in question.
3. "A" rider representative
4. "B" rider representative
5. "C" rider representative
6. FTR enduro referee
7. FTR enduro scorekeeper

B. HARE SCRAMBLES COMMITTEE

1. Chairman (appointed by president)
2. One representative from each promoting organization granted an FTR H/S sanction for the year in question.

3. "A" rider representative
4. "B" rider representative
5. "C" rider representative
6. Senior representative
7. Women's representative
8. FTR hare scrambles referee
9. FTR hare scrambles scorekeeper

C. LAND USE, PUBLIC RELATIONS, MEMBER RELATIONS AND LEGISLATIVE COMMITTEE

1. Any interested FTR members may be on committee
2. Must be approved by executive board

D. DUTIES OF EACH COMMITTEE

1. Enduro
   a. Grant and schedule sanctions.
   b. Make, administer and enforce all enduro rules.
2. Hare Scrambles
   a. Grant and schedule sanctions.
   b. Make, administer and enforce all hare scrambles rules.
3. Land Use
   a. Coordinate FTR land use objectives with the appropriate agency.
   b. Obtain land for motorcycle use.
4. Public Relations
   a. Promote the FTR image of responsible motorcyclist.
   b. Organize and promote the FTR banquet.
5. Member Relations
   a. Publish the FTR magazine.
   b. Distribution of FTR magazine and membership cards.
6. Legislative
   a. Monitor state legislation for that pertaining to motorcycles.
   b. Promote good motorcycle legislations.

If a rule is not covered in this rule book, it is left to the AMA rule book.

CHAPTER II - DEFINITIONS

The following definitions and abbreviations are adopted for this rule book.

A. AMATEUR MEET - Shall mean a contest or event in which prizes are limited to trophies and/or merchandise awards which cannot exceed $100 total value per prize award.

B. AMATEUR RIDERS - Shall mean motorcycle riders not competing for cash awards.

C. MEET - Shall mean an FTR sanctioned activity at which one or more motorcycle events are held.

D. EVENT - Shall mean any one of the contests or classes in a meet.

E. CONTEST - Shall be a competition between two or more riders in a meet.

F. PROMOTER - Shall be the club or individuals approved by the FTR, holding or organizing the meet.

G. RIDER - Shall mean any FTR member in good standing who is properly entered and competes in a meet. (FTR membership required for Florida residents only)

H. CC - means cubic centimeters

I. FTR - means Florida Trail Riders

J. AMA - means American Motorcycle Association

K. DIVISION - A rider's ability, age or sex grouping. (A, B, C, Senior, Junior, Women, ETC.)

L. CLASS - a motorcycle displacement or type grouping. (125cc, 250cc, mini, ETC.)

CHAPTER III - ENDURO RULES

A. General: An Enduro is a meet where speed is not the determining factor, and where a time schedule has to be maintained. It is conducted over little used roads, trails, foot paths, and all other types of terrain which may be negotiated by the power of the motorcycle or the muscular energy of the rider. Written permission must be obtained from the owners of private property, or land manager in the case of public land, where the course crosses such property. The use of active railroad right-of-way or facilities is prohibited.

1. No Enduro shall be of more than 24 hours of continous riding. No event shall be considered a two-day run if the total miles is less than 100 miles per day.

2. The course must be clearly and properly marked by the promoter. All markers shall be day-glow red with a black arrow (FTR type) or approved by the FTR Referee. Two markers shall be placed at each major turn and shall be identified by number and mileage to conform to the route sheet followed by one course arrow immediately after the turn. Not less than one (1) marker shall be placed for every one-half mile on straight stretches. Where a dangerous condition exists, danger markers shall be posted far enough in edvance of the hazard to allow fast riders to slow down. An arrow pointing down shall mean caution. An arrow pointing down and in the direction of an upcoming turn shall be placed to warn riders. In locations that warrant, a "W" wrong way marker shall be placed. A member of the promoting club must ride the course ahead of the first riders to see that all markers are posted. Promoters must retrieve all course markers within two (2) weeks of the conclusion of the event.

3. Any FTR or AMA member who intentionally defaces, changes, or in any way alters the course markers, shall be PERMANENTLY suspended from the FTR.

will furnish one) It is suggested that a second check (secret) along the route be made for db level. It is recommended that approved (U.S. Forest Service) spark arrestors be fitted also. The promoter can require spark arrestors if needed because of State or U.S. land used.

3. All motorcycles must have at least a workable headlight (no less than three(3) inches in dia.) a workable tail light, horn, mirror, and current tag. No flashlights or "taped-on" lights will be accepted.

   If an inspection sticker is required the following is the Florida Law:

STATE OF FLORIDA AUTO INSPECTION REQUIREMENTS FOR MOTORCYCLES

UNDER 5 h.p.
- Single beam headlight ≥ 3500 candle-power
- Tail light
- Brake light
- Tag light
- Rear reflector (may be incorported with stop/tail)
- Rear brakes
- Muffler (no db limit-left up to cities)
- Horn (audible for 200 feet)
- Insurance!

OVER 5 h.p.
- All of the above
- Front brakes
- Two beam head light ≥ 5000 Candle-power

note: no rear view mirror is required. This is a state Highway law and is required by the Highway Patrol.
Also; no battery is required to get a motorcycle inspected.

D. TROPHY GUIDELINES (ENDUROS)

1. FTR recommends the following minimum number of trophies be awarded at each event:

High Point	1	1
"A" Division	3 deep per class	9
"B" Division	4 deep per class	16
"C" Division	5 deep per class	25
Women's Division	3	3
Senior Division	3	3
		57 total

It is recommended that there be at least 6 riders in a class for the promoter to be required to provide trophies. Regardless of the number of entries, all FTR classes will be given FTR points at all runs, but classes may be combined (with smaller displacement bikes moving into the larger displacement class) for trophy presentation, with the exception of SR and PP division.

2. For the purpose of creating division status FTR recommends that "A" division trophies be larger than "B" division trophies and "B" division trophies be larger then "C" division trophies. It is also recommended that the women division trophies be comparable to "C" division trophies and senior division trophies be comparable to "B" division trophies.

E. COURSE RULES

1. The persons who actually lay out the course are prohibited from participation. No rider may ride on the course prior to the start of the event under penalty of disqualification.

2. Riders must comply with all local and state laws, regulations, speed limitations. Any rider receiving a moving traffic violation during the Event shall be disqualified.

3. The course shall be covered by the power of the motorcycle or by the muscular energy of the rider. Towing, as well as organized road repair and service (except at the "gas stop" or scheduled control rest periods), is prohibited and violation shall result in disqualification. Riders may assist

each other on any part of the course, except that a rider who ceases to be a contestant may not assist any other rider. Any rider riding the course in the wrong direction shall be disqualified.

4. A route sheet shall be furnished by the promoter to all riders not less than one hour before the start. It shall give the Key Time for the start and the Key Time for all Known Controls, as well as the exact mileage and schedule in miles per hour between such controls. It must give the exact mileage between turns and the direction of the turn. It should also indicate by mileage an "offical gas stop", as well as "gasoline available points". The mileage must be marked on the trail at major turns.

5. Starting positions will be determined by drawing only. At a time not to exceed one (1) week before the event all entries shall be drawn from a common container without regard to class. Riders cannot staple their entries together for the purpose of being drawn on the same starting minute. The only exceptions are husband/wife, brother/sister, father-mother/son-daughter. At the starting time, which is one minute after the printed Key time the starter shall dispatch a group of riders as determined by the drawing. Riders may not swap starting times.

6. Riders must remain on the marked course. A rider leaving the course can only continue in the event by returning to the point where he left the course.

7. A team shall consist of not less than three or more than five riders. Riders may compete on only one team. All teams must be entered as a team before the meet begins. The team receiving the most points at the end of the championship series will be awarded the president's challenge team trophy. Team points for each event are awarded as follows: Thirty-five (35) points for first, fifteen (15) points for second, and five (5) points for third. Team members may change during the year but

the team name may not. All runs will be scored. The best three (3) scores only will be used to determine the winning team in each event. Ties for teams will be broken in the following manner. 1) By adding the emergency check point penalty points of the three counting riders on the team. 2) By adding the scores at the last check of the run of the three counting riders on the team.

F. CHECKING STATIONS

1. Checking Stations shall use the following flags which shall measure not less than 18" X 18".

Secret Check	Red & White Flag
Emergency Check	Green & White Flag
Observation Check	White Flag
Known Control	Yellow Flag

All flags must be conspicuously displayed and will designate the exact checking point. Checking time shall be taken the instant the rider's front wheel shall have arrived opposite the flag and not before.

2. The finish point must be a Known Control, and if the scheduled rest stop or gas stop is also a check point, it must also be a Known Control.

3. Checking Stations shall not be mora than 40 miles apart. If the meet is less than 100 miles long, the minimum distances from other checking stations shall be three (3) miles. Secret Checks shall not be less than two (2) miles before nor three (3) miles beyond a gas stop. For meets 100 miles or more in length Secret Checks shall not be less than five (5) miles from any Known Control, Secret or Emergency Check, and not less than five (5) miles apart. Emergency Checks may be combined with Secret Checks and in such case the flags displayed together and separate scores computed as though the checking stations were operated separately.

4. At all Checking Stations except observation checks there shall be at least three (3) officials. One shall act as timer who calls the time and number of the rider as he reaches the flag. The second checker shall write the time on the rider's helmet card, and the third record the time and number in the log. In case of a checker's error the referee shall determine the correct time using the helmet card & checker's log. A register of riders and times must be kept at all checks in case a question arises at the end of the meet. Any rider changing entered time or entering his own time, will be immediately disqualified. Each Checking Station and Observation Check should use a different colored pen to mark the helmet cards.

5. The starter's time shall be official. If any timing device is found to be inaccurate by more than twenty (20) seconds, or if any timing device fails, such Checking Station shall be considered an Observation Check only.

6. All Checking Stations shall be opened thirty (30) minutes before the due time of the first rider, and shall remain open until one hour, 59 seconds, after the last rider shall have been due to arrive and depart. Upon the close of each Checking Station, the checking sheet shall immediately be signed and delivered to the place designated by the Referee.

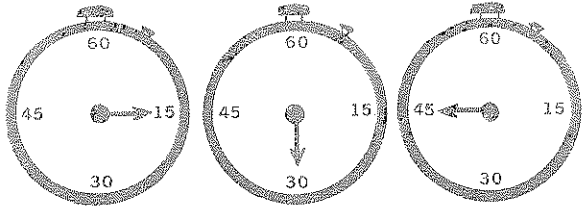
7. If a Checking Station is questioned, it shall be declared official if 50% of the riders from the previous check, arrive at the check by following the course.

8. The mileage at any Secret Check must be computed from the last Known Control and the time thereto must be computed to an even minute. Any rider arriving at a Secret Check within the 59 seconds after the even minute shall be recorded as arriving on the even minute. Riders must not stop within sight of a Secret check or their time will be taken the instant they stop forward motion. Putting the foot down shall not indicate point of timing, but time will be taken if the rider zig-zags or paddles to stall time.

9. Emergency Checks must be used for the purpose of breaking tied scores. The time to an Emergency Check must be computed to an even minute. The time taken at an Emergency Check shall be taken in seconds. In case of a tied score the rider checking closest to 30 seconds within HIS minute due shall be the winner. If more than one Emergency Check is used the 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. (See illustration of Emergency Check timing.) If a tie still exists, the rider with the lowest score at the last check and working back through the run will take the win. (In case of a run with the possibility of tied scores it is recommended to have more than one Emergency Check.)

10. The mileage to all time checks must be such that the riders are due on an even minute.

ILLUSTRATION OF EMERGENCY CHECK TIMING



15 Seconds early, 15 points lost

Perfect Time, 0 points lost

15 Saconds lete, 15 points lost

CHAPTER IV - ENDURO SCORING

A. GENERAL

1. It is recommended that promoters have a meeting before the event with all check point workers, scorers, and anyone else connected with the event. Read them these rules. Make sure they know when a rider is supposed to be "timed" at a check and what a rider can and cannot do approaching a check. Make sure the checkers know what to expect at a check. Set up a check and have some people ride into it. If indoors, pretend they are on motorcycles.

2. For faster scoring the following number system is recommended. Use a three (3) digit number. The last two numbers indicate the minute a rider starts. The first digit is the column or position on the starting line. The riders class must be on his helmet card.

3. No more than five (5) riders shall leave the starting line per minute. If five leave each minute, on the average, a rider will arrive at a check every twelve (12) seconds. This is about all a check can handle.

B. TIME

1. NEVER change the starter's clock after the run has started or any check after the first riders are due.

2. Clocks: Digital clocks or flip cards shall be used so the rider can easily see the time. Digital clocks sometimes get bumped over a digit or two on the way to the check. If the checker will set his watch to the time on his digital clock (to the second) before he leaves and compares them when he arrives at the check, he will see the error and can correct it.

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3. First row out one (1) minute after Key Time 10:01 not 10:00!

4. The clocks at each check should be set so 10:01 (if 10:00 is Key time) appears for the first row at each check. This greatly simplifies scoring. Example: 1st check is 5.6 miles out and should take 14 minutes to ride. Therefore, the clock for the 1st check is set 14 minutes before Key Time, or 9:47 when the starters clock reads 10:01. A list of all possible milages and times up to 100 miles is available from FTR.

5. Clock errors: A clock can be off no more than twenty (20) seconds at the end of the event. If a clock is found to be in error the check shall be made an observation check.

C. SCORING

1. Rider's Card: The rider shall be issued an FTR approved helmet card. It should be taped to the right side of the helmet. The rider may elect to keep the score card in a plastic bag or in his shirt if he wishes, this is permissable as long as he or she removes it from the bag and presents it to the checker. The helmet card is a must! It will provide the rider's time at every check on a single card and there is no other way this can be done.

2. Score Boards: Score boards shall be filled out prior to the event in the following manner. Riders listed by class on each sheet. List by rider number in numerical order with rider's name by his number. These boards shall be posted so all riders can view them before, during, and after the run. A space in front of them should be roped off to allow room for scoring to be posted.

3. When the riders arrive at the end of the run, a scoring table shall be provided so the rider can score his own card. As the riders score their cards they are placed in a box, where they can be removed by the scorers and posted. All prize winners' cards should be checked.

4. Each rider shall start with a score of zero (0), and shall be penalized one (1) point for each minute late in arriving at a secret check. He shall receive two (2) points for the first minute early and five (5) points for each additional minute early. The penalty points for arriving early may be eliminated if the promoter so states in the advertisements.

5. A rider shall be penalized one (1) point for each second early or late at an emergency check. These points are for ties only and are not to be confused with points in the above paragraph.

6. A rider's failure to have his number and time on the checking log at the check in question and all previous checks shall be disqualified unless the rider can show proof of his passing that check and the time arrived.

7. The start will be the first check! It shall be a known control and a rider shall be penalized one (1) point for every minute late in departing from starting control. As each rider leaves the start his number shall be recorded and his helmet card shall be marked with the time of departure.

8. A rider shall be penalized one (1) point for every minute late in arriving at a known control. A rider departing from a known control before his scheduled departure time shall be penalized two (2) points for the first minute early and five (5) points for each additional minute early ahead of schedule time. There shall be no penalty for arriving early at any KNOWN CONTROL unless the rider is fifteen (15) minutes or more early, then the rider is disqualified.

9. No penalty shall be recorded at an observation check. However, at any checking station, if the rider is fifteen (15) minutes or more ahead of his schedule at that point, or is in excess of one hour, and 59 seconds at such point, or has cut the course, the rider shall be disqualified at that point. He shall be credited with the mileage to the last timed check and shall be eligible for awards on that basis. For purposes of clarification, over one (1) hour shall mean after 60 minutes and 59 seconds.

10. Results must be posted at least one-half hour before they become official. Any scoring protests shall be filed during this time.

11. Any rider found cheating on his score in any way shall be disqualified for one year from that date.

12. All records from each FTR enduro shall be given to the FTR scorekeeper
    A. Score Cards
    B. Helmet Cards
    C. Check Point Books
    D. Entry Forms
    E. AMA Referee Report Form
    F. List of the people who worked in the event (Did not ride the event)

13. Women's Division: If this division is not required to negotiate the entire run, including all the checks, FTR points shall be awarded thru the last check completed within the one (1) hour time limit. If a rider wishes to compete for maximum FTR points she should ride the entire run. The trophies for the event will still be awarded to the best score for the required distance only. The disqualification rule after one (1) hour 59 seconds late to any check still holds for all classes.

14. Winners for the Year: Total points toward FTR High Point will be determined by best combined scores, regardless of class in which accumulated, for 70% of the events sanctioned by FTR. Total class points will be determined by the best combined scores in that class for 70% of the events sanctioned by FTR. 70% of the runs should be reduced to the lowest whole number of events. IE. 70% of 11 runs = 7.7 runs where 7 events are counted.

15. FTR High Point, Team, and class winners will be determined at the end of the calendar year and will receive

awards at the annual FTR awards banquet. Year end ties to be broken by adding up the overall finishing positions of the riders in his 70% runs. The rider with the lowest total score wins.

16. FTR points are not transferable from one displacement class to another if the rider elects to change during the FTR Championship Series. "B" or "C" riders who are reclassified during the year may transfer points to the corresponding higher division displacement class.

17. For an enduro to count toward FTR championship enduro points it must have at least two (2) valid legal secret checks standing after the protest period is over.

FTR CHAMPIONSHIP SERIES POINTS SYSTEM

1. FTR points are awarded to riders at all FTR sanctioned enduros based on a percentage system, with high point being 100%. High point will receive a bonus of 4 FTR points. The number of riders in the event is determined by the starter's log. Converting to FTR points: Once overall finishing positions are determined, the high point rider will receive a temporary score equal to the number of riders starting the event. Points are then assigned in descending order in steps of one (1) for each rider. In the event of a tie (including High Point) temporary points for that position and positions immediately below, corresponding to the number of riders tied, will be equally distributed to those tied. To award FTR points based on the percentage system, each rider's temporery score is divided by the number of riders starting the event. FTR points will be doubled in case of a two (2) day event. All riders will receive points if helmet cards are turned in.

2. Any FTR member who works an FTR sanctioned enduro (cannot ride in the event) will take their year end score (based on 70% of the runs) and average it. They will then

take this average score and substitute it for their lowest score of this 70% thus ending up with a new overall score. Workers do not have to belong to the promoting club.

3. Assistant referees will receive the same credit as a worker.

4. Two assistant referees instead of one can pre-ride each event. A promoting club will have to send a rider to the event before their run and can send a rider to the event after their run.

5. Assistant referees must be either "A" or "B" riders. If an "A" or "B" rider is not available then the promoting club can select an "A" or "B" rider who is not affiliated with the promoting club to be their assistant referee.

6. The following conditions must be met in order for the promoting club workers to receive this credit score. There will be no appeal of these conditions before or after an event.

   a. One assistant referee must attempt to pre-ride the complete course and one assistant referee must complete the entire course. If necessary the promoting club will provide whatever is needed to insure that at least one of the assistant referees finishes the course. If both assistant referees are physically unable they will not be required to finish the course but must give an assessment of the portion they have riden.

   b. The promoting club must supply a complete list of workers to the FTR scorekeeper no later than one week after the event.

   c. At least 20% of the riders who started the event must finish the event within the allotted time.

   d. The assistant referee has found the course to be rideable and has declared such at the riders' meeting.

7. The following conditions must be met in order for the assistant referees to receive their credit scores. There will be no appeal of these conditions before or after the event.

   a. The assistant referees must attempt to pre-ride the complete course and one assistant referee must complete the entire course. If an assistant referee is physically unable he will not be required to complete the course, but must give an assessment of the portion he has ridden.

   b. At least one assistant referee must state the condition of the course at the beginning of the riders' meeting.

   c. The assistant referees must determine if the course is rideable or unrideable (less then 20% will finish) and so state at the ridars' meeting. Unrideable conditions would constitute the following: poor arrowing or excessive water or mud that would cause rapid course deterioration. The assistant referees and the FTR referee must make an attempt to have the promotor either fix the arrowing, reroute the course or delay the event before cancelling the run. If the assistant referees declare the run rideable and less than 20% finish, the assistant referees do not receive their credit scores.

8. No FTR points will be awarded to the riders if the event is run on the scheduled date after the assistant referees have declared the run unrideable.

9. Referee override clause - The assistant referees' decision to cancel the FTR points because a run is unrideable may be overruled by the riders under the following conditions.

   a. Two hundred (200) or more riders have signed up by the morning of the event.

   b. A majority of those riders present at the riders' meeting vote to overrule the assistant referee.

   c. A vote at the riders' meeting is taken in the following prescribed manner. Riders will raise arm with FTR

membership card held in hand so that it can be seen by the referees for counting purposes.

d. The FTR referee will record the results and if the assistant referee is overruled then the assistant referee, the workers in the event and the riders will receive their FTR points. The 20% finish requirement will be dropped for that event.

10. Act of God Clause - The assistant referees are not responsible for the condition of the course if it starts to rain after they have finished preriding the event or after riding a section of the course. The promoting club is not responsible for the condition of the course if it rains the day of the event. The 20% finish requirement will be dropped.

11. FTR points will be awarded at each enduro of 60 miles or more in length or any closed course enduro that has a minimum of 30 miles per lap.

CHAPTER V - HARE SCRAMBLES RULES

A. GENERAL

A Hare Scrambles is a meet where rider ability is the determining factor. It is run over dirt roads, fire trails, woods, and all types of terrain which may be negotiated by the power of the motorcycle and rider.

B. DIVISIONS AND DISPLACEMENT CLASSES

Each FTR sanctioned Hare Scramble will have only the following divisions and award the recommended minimum number of trophies designated for each class. Beginner classes or runs may be held in conjunction only after the express consent of the Hare Scrambles Committee as to the manner and timing of said classes or runs. These will not be FTR sanctioned or used in FTR scoring.

Divisions	CC Displacement Classes	Trophies	Rider Description
A	0-200	3	EXPERT CLASS: Hare scrambles, motocross, enduro.
A	201-250	3	
A	251-Open	3	
B	0-200	4	AMATEUR: Experienced competition riders not recognized as expert Hare Scrambles riders. May include A enduro riders starting into Hare Scrambles.
B	201-250	4	
B	251-Open	4	
C	0-125	5	NOVICE: Beginning competition riders.
C	126-200	5	
C	201-250	5	
C	251-Open	5	
Women	0-Open	3	
Senior	0-Open	3	SENIOR: Forty or over.
Junior	0-125	5	16 yrs. and under:
Mini	0-100	5	14 yrs. and under.
			MOTORCYCLE: 17" Wheels maximum 48" wheelbase maximum

C. COURSE

1. This is not an enduro. The course must not:
   a. Cross any public highway
   b. Cross over itself as in a figure eight
   c. Contain any possible bottleneck situations such as a one plank bridge
   d. Contain any long sections where passing is impossible.

2. For the purpose of preventing course congestion and also to give rider visability to the spectators, all FTR Hare Scrambles courses will be between 5 and 16 miles in length.

3. The following is the minimum number of miles each division must ride:

DIVISION	MINIMUM MILES
A	40
B,C,Sr.	30
Women	20
Mini, Junior	20

4. The course must be marked with the FTR dayglow arrows and should follow the AMA recommended Hare Scramble course marking criteria.

5. Specific dates and times must be announced in the flyer when riders may practice on the actual course.

   a. Markers must be visible one to the next.
   b. Corner arrows with preturn arrows before the corner and a verification arrow after the corner.
   c. Danger markers as appropriate.

6. It is the promoters responsibility to insure as best possible that the course can not be cut.

D. EVENT RULES

1. All riders entered will receive an FTR Hare Scramble rider card and will be instructed to place the card on the right side of his helmet.

2. The start must be a dead engine start with the riders positioned five to ten feet away from the motorcycle. At the starters signal the riders will run toward the motorcycle, start it, and ride.

3. Only the following divisions may be run together at the same time with a minimum of one (1) minute between starting different groups. The races will be run at the times listed unless permission to change is approved by the H/S committee prior to publication of the flyer.

10:00 AM in order of start	Senior, Junior, P.P., Mini
12:00 AM in order of start	A class, B class
2:00 PM in order of start	C class

All A division riders will start before any B division rider. Each class will start in descending order of displacement.

4. Check points will be positioned on the course with a minimum of three (3) people per check point. Check points should be located so as to prevent course cutting.

5. A check point must be located at the finish.

6. When a rider has completed the course (not an easy job to determine in a numerous lap event) he enters into a marked off area one bike wide that will accomodate at least six (6) machines in a single file. The score sheets for the classes running are located at the far end of the finish lane. When a rider comes to the score sheets the checker verifies that all marks required are actually on the riders helmet card. If all marks are present his name is recorded under the class he is entered. This rider leaves and the next rider moves up where the procedure is repeated. This automatically places the riders in the proper order of finish by class. If all required marks are not on the rider helmet card the rider must be advised.

7. A consecutive numbering system is required for all finishes as they enter the chute regardless of class. This is for each group as a back-up system for scoring.

8. The event is over at the finish line on the last lap, not at the check.The finish line should be just before the final check point.This is to prevent riders from running over the checkers. The assistant FTR referee and scorekeeper will be present at the finish line to determine positions prior to the last check.

9. Any disputes will be settled by a majority vote of the following three (3) people, whose decision is final.
   a. The promoter's referee
   b. The official scorekeeper appointed by the promoter (Assistant referee)
   c. The FTR representative assigned to the event. (FTR referee)

E. FTR RESPONSIBILITIES

1. FTR will provide two (2) official representatives for each event who will perform the following duties:
   a. Check each entrant who signs up the day before or the day of the event for FTR membership and rider classification.
   b. Check ride the course early Saturday to insure that the course is consistant with FTR Hare Scrambles rules and advise the promoter of any inconsistancies.
   c. Provide FTR application blanks, handle all FTR paperwork, and collect all monies necessary to sign up new or renewal FTR members.
   d. Assist the promoter in any way possible to insure a good event.
   e. Act as the official FTR referee.
   f. Any FTR representative who feels a promoter has acted irresponsibly must file a written report with all details to the FTR Hare Scrambles Committee Chairman within ten (10) days.

2. An FTR representative will collect all team money and forward to FTR treasurer for year end trophies. He will also verify promoter's scoring of the teams and presentation of the team trophy.

3. The promoter will receive from the Hare Scrambles Committee a list of previously registered numbers for numbered plates, and a list of riders currently classified as "A" and "B", one week before their event.

CHAPTER VI - HARE SCRAMBLES SCORING

A. GENERAL

Cumulative scoring for the entire series: Scoring will be handled by the Hare Scrambles Committee Chairman or appointed Hare Scrambles Scorekeeper. There will be no overall winner of individual events, or the series. Scoring will be in class only.

B. POINTS

1. Individual:

1st place in class	20 pts.	Scoring all finishers or 1st 15 in class, whichever is less at each event
2nd place in class	17 pts.	
3rd place in class	14 pts.	
4th place in class	12 pts.	
5th place in class	11 pts.	
(etc.) one pt. less per position		

2. Teams: A team shall consist of not less than three (3) riders nor more than five (5) riders. Riders may compete on only one (1) team. They must be entered as a team before the meet begins. The best three (3) scores will be used to determine the winning team for that event. In case of a tie the 4th end then 5th place riders placing will be used to determine the team winner.

   The team standings for the overall winner of the team trophy will be determined by the formula for individuals. I.E., if a team wins the event they receive 20 pts. The second place team receives 17 pts. etc. as above.

3. Year end winners for the series in each division will be determined by the total points attained in seven (7) Hare Scrambles events or in 70% of the sanctioned meets whichever is greater. Round off to nearest whole number of events.

4. This cumulative scoring system will be used to determine the series winners (in class). The use of this system does not preclude having a championship type event if the

Hare Scrambles Committee and the FTR Officers decide such an event is in order following the scheduled series.

C. RIDER ADVANCEMENT

1. A rider is advanced through the following divisions: Jr.-C-B-A. This advancement will be determined by a majority vote of the Hare Scrambles Committee. The cumulative score of sixty (60) points per rider will be used as a guideline but is not in itself binding. This is to be evaluated by the committee using the following guidelines:

   a. The junior division champion at the conclusion of each series will be advanced to B division. Other junior riders will be advanced only by reason of age or personal choice.

   b. A rider having two (2) firsts, one third, and one second would be competitive if moved from "C" to "B" or "B" to "A". A rider having six (6) eleventh place finishes would not be competitive if moved.

   c. The purpose of rider advancement is to provide competition in each division and to allow more riders the opportunity to become competitive. It is not meant to classify all riders to "A" division as soon as possible.

   d. If a rider wishes to lower his classification, he may petition the Hare Scrambles Committee for reclassification only after riding his present division or the division to which he has been promoted in two (2) sanctioned Hare Scrambles events. If the Hare Scrambles Committee agrees that he is not competitive in the division he will be reclassified effective immediately.

   e. Riders being promoted during the series will move their best score only, to the next division. If reclassified to a lower ranking division a rider will regain all points attained in the lower division plus all points attained while riding the higher division.

f. Riders may be advanced by the committee until there are only six events left in the schedule.

CHAPTER VII - HARE SCRAMBLES RESPONSIBILITIES

A. PROMOTERS

All promoters granted an FTR sanction will:

1. Follow all rules made by the Hare Scrambles Committee and all FTR rules pertaining to Hare Scrambles.
2. Obtain spectator liability insurance. Must notify H/S chairman of insurance obtained two weeks prior to the event. Event will be non-FTR if proof of insurance is not provided.
3. Provide assistant referee for the H/S event preceding their sanctioned event. Assistant referee to be FTR recognized "A" or "B" rider.
4. Promote the event at the scheduled time and in a manner consistent with FTR policy.
5. Use FTR dayglow arrows for all course marking.
6. Conduct a sound test prior to all events with a maximum allowable reading of 92DBA.
7. Must have approval to use the land.
8. Must have ambulance on the premise.
9. Practice will be available the day before the event. If this is not possible due to insurance or landowner problems the Hare Scrambles Committe will be notified and the riders will be advised in the flyer.
10. The promoter must make an honest effort that only the minimum number of people required to clear and make the course safe are aware of the course until the day of open practice.
11. Practice on the course will be limited to sign up entrants with the following exceptions:
    a. Course marshalls, checkers, ambulance, first aid, communication people, or event workers who could better do their job if they were familiar with the course.
    b. Family members of signed up entrants who also sign the official waiver form. (Primarily considered for

parents of Junior or Mini class riders.) Many of these are active FTR competition riders themselves who do not care to ride the event but would like to see for themselves what their kids are getting into. It is not fair to charge the entry fee when most likely they will not only make the promoter's job easier but provide reserve clean up personnel if needed and promote FTR's responsible family motorcycling image.

12. The promoter will submit to the H/S scorekeeper and to the FTR magazine editor within ten days of the event the following information:
    a. Names and bike make of all finishers or the first fifteen riders in each class, whichever is less to the scorekeeper.
    b. Trophy winners' names and bike sufficient for magazine.

13. Rider numbers are to be recorded by the promoter and to be registered with FTR by notification of the Hare Scrambles Committee Chairman.

B. RIDERS

1. It is the rider's responsibility to stop at all check points so that the checkers can properly mark the helmet card.

2. It is the rider's responsibility to keep track of his number of laps. It is not the responsibility of the promoter to tell him when he is finished.

3. All entrants to an FTR Hare Scrambles will be FTR members and as such will conduct themselves as responsible motorcyclists. Any rider accused of the following and upon a two-thirds majority vote of the Hare Scrambles Committee will lose his membership for a period of one (1) year and the Hare Scrambles committee will file a report with the AMA if the rider is an AMA member:
    a. Removing course markers.
    b. Intentionally altering any score card.

4. Specific discretionary judgement by the H/S committee: Majority vote only.
   a. Course cutting
      1st offense - suspension for three (3) H/S events
      2nd offense - suspension from all FTR events for one year
   b. Riding the course during other class races unless officially working for the promoting club or FTR-suspension for that event
   c. Aiding other entrants not in their specific race at any area other than the designated pit area - suspension for that event both rider and helper.
5. Anyone who accuses a rider of the above must file a written protest with the Hare Scrambles Committee Chairman. The Hare Scrambles Committee will act on the protest within sixty (60) days and will notify the accused rider so that he may appear before the committee. The meeting date will be the effective date for any suspensions.

6. Three (3) number plates required; these will have numbers
   a. Colors will be used on number plates to designate size of bike. This is to facilitate scoring and will greatly increase spectator interest and awareness.
   b. Colors:
      Open - yellow
      250 - green
      200 C - red
      125 C - black
      200, A&B - black
      Senior - white
      PP - yellow
      Junior - black
      All "A" and "B" division riders will use a letter to designate their division.

C. COMMITTEE

1. The FTR Hare Scrambles Committee will be separate from the Enduro Committee. The Hare Scrambles Committee is empowered to run the scrambles series, pass rule

changes, and make suggestions to the FTR Executive Committee and Board of Directors. Until such time as a "Competition Committee" is formed the Hare Scrambles Committee will be directly responsible to the "Executive Committee" and will function with the advice and consent of the Officers of FTR.

2. The Hare Scrambles Committee will be composed of one Chairman, one representative from each promoting organization granted a sanction for the year in question, one rider representative from "A", "B", "C", Senior, Women's divisions, and the scorekeeper.

3. All FTR clubs and previous promoters who have received FTR sanctions in the past will be eligible to request an FTR Hare Scrambles sanction. New promoters will be considered by the Hare Scrambles Committee and forwarded to the FTR Officers for final approval before sanctions are granted.

4. All promoters desiring an FTR sanction for Hare Scrambles will submit a written request for the event so desired at the annual FTR sanction meeting. Any further requests for sanctions will be evaluated by the Hare Scrambles Committee and approved only by a majority vote of the Hare Scrambles Committee Chairman and the Executive Board of FTR.

5. The FTR Hare Scrambles Committee will not grant any sanctions to a promoter who has acted irresponsibly. Any promoter who has more than one (1) event sanctioned and acts irresponsibly will have all future sanctions reviewed by the Hare Scrambles Committee before the next event scheduled by that promoter. Any promoter who has a sanction revoked is at that time no longer a member of the Hare Scrambles Committee.

CHAPTER VIII - SANCTIONS AND FEES

A. APPLICATION FOR SANCTIONS

1. FTR: A FTR sanction meeting will be held in the 4th quarter of each year. The exact time and place will be announced at least thrity (30) days in advance. All dates for the coming year shall be assigned on a first come first serve basis. There shall be not more than fifteen (15) enduros or twelve (12) hare scrambles per year sanctioned by FTR. Each promoter will have the opportunity to have a date before any promoter is considered for a second event. No FTR event shall conflict with any AMA Southeastern National event. (Excluding Hare Scrambles)
2. Promoters having FTR sanctions are not required to have AMA sanctions. AMA advancement points will still be kept by FTR as is currently done.

B. RULES GOVERNING SANCTIONS: FTR

1. Sanctions are non-transferable and non-assignable. No refund of sanction fees will be made by FTR unless authorized. All sanctions must be used on the date stated on the sanction.

2. FTR may refuse to grant a sanction, and may withdraw or cancel a sanction already granted, for any reason which the FTR deems to be in the best interest of the sport, including without limitation the violation of any rules in this book.

C. GENERAL DUTIES OF A PROMOTER

1. All conditions of entry must be contained in the advertisement and/or the entry application, such as number of trophies per class, mileage, if inspection sticker is required, number of gas stops, type of scoring, date of drawing and phone number where information about the meet can be obtained.

2. Promoters shall provide a sufficient number of police or marshals to provide safety to the riders in any case where a public road is crossed or entered.

3. A promoter must not make false announcements, advertise or otherwise disseminate information to the press or public which is incorrect or misleading.

4. Promoters must agree in writing to comply with the rules set forth in this book.

D. FEES

1. The FTR sanction fee is $50.00 and shall be paid in full at the sanction meeting. If not paid the dates shall be available to another promoter.

2. Any AMA sanction fees are promoter responsibility.

3. Any promoter committing any major rule violation can be fined $100 by FTR.

CHAPTER IX - RIDERS AND ELIGIBILITY

1. FTR sanctioned events are open to all qualified FTR members. AMA membership is not required.

2. No riders under the legal age in his state may compete without the duly notarized consent of his parents or lagal guardian.

3. All FTR events shall be run without regard to sex of the entrant. I.E. any rider may enter any class if he or she has the proper displacement motorcycle, and is qualified for that class.

4. All personnel, officials, riders, pit crews or check point workers shall not have consumed or be under the influence of any intoxicant or drugs of any nature which could affect their normal mental or physical ability.

5. Any entrant may be disqualified for breach of rules or conduct unbecoming an FTR member.

CHAPTER X - COMPETITION APPAREL

1. A helmet must be worn in all events. Helmets must carry a Safety Helmet Council of America serialized sticker and be on their (SHCA) approved list. All helmets must be full coverage (no shorties) or full facial units.

2. It is recommended that shatterproof goggles or face shields be worn. Some type of eye protection must be worn by all riders.

3. It is recommended that protective pants be worn. These may be of leather or other durable material subject to approval by the referee. No shorts. It is also recommended that long sleeve shirts be worn.

4. It is recommended that footwear, a minimum of eight (8) inches high and either laced, multibuckled, zippered or especially designed and constructed for leg and foot protection be worn.

5. The rules 2,3, and 4 above are recommended, but any rider without proper protective apparel, as judged by the FTR Referee, may be withheld from starting until the problem is corrected and the rider is released by the FTR Referee.

CHAPTER XI - OFFICIALS-DUTIES AND POWERS

A. REFEREE

1. The FTR Referee shall be a member of FTR and in good standing. The FTR Referee 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.

2. The duties of the FTR Referee shall include the following:
   a. Check with the assistant referee before the meet to insure that the assistant referee checks the course.

   b. Request the FTR sanction from the promotor and check to see if it is valid. Check insurance H/S only.

   c. Determine if all other officials are present and performing their duties properly.

   d. Satisfy himself that the course is safe for the event and call the event off at any time that conditions make it unsafe.

   e. Determine if all riders are qualified to safely negotiate the course and prohibit any riders not so qualified from competing.

   f. Determine that the motorcycles have been inspected for proper equipment.

   g. Render, with assistant referee and the promoters referee, all decisions on disqualifications of riders, and disqualify any rider who violates any of the rules of the meet or FTR.

   h. Any major violations or problems shall be taken before the Enduro or Hare Scrambles Committee.

B. ASSISTANT REFEREE

1. The Assistant Referee shall be a member of FTR in good standing.

2. The Assistant Referee shall ride the course on the Saturday before the meet or at a time agreed to with the promoter not to exceed one (1) week before the event. He shall check the course for bottle-necks and if any are found shall instruct the promoters to alter the course. Check for proper marking. Danger markers.

3. He shall insure that the starter has the proper time and that he starts the first riders at one minute after Key time. Keep a log indicating total number of starters. Insure that each checker has the proper time before he leaves. If using digital clocks check to see if the checkers have a wrist watch to check the digital clocks when they arrive at the check. (Enduros only)

4. Insure that check points are located properly. See Chapter II, Para. E-3. The exact location of any check does not have to be divulged to the referee.

5. Insure that there is a proper technical inspection.

6. In case of a dispute over the meaning of or the enforcement of rules a vote shall be taken between the FTR Referee, the Assistant Referees and the sponsoring club Referee. The majority rules.

7. All protests shall be handled in the same manner as paragraph six (6).

NOTES

APOLLO MOTORCYCLE CLUB
PO BOX 352, Titusville, Fla. 32780

BUSHWHACKER ENDURO CLUB
4032 Collins Road, Orange Park, Fla. 32073

CENTRAL FLORIDA TRAIL RIDERS
PO BOX 216, Oviedo, Fla. 32765

DAYTONA DIRT RIDERS ASSOCIATION
PO BOX 4634, South Daytona, Fla. 32021

DAYTONA "200" MOTORCYLE CLUB
PO BOX 2502, Daytona Beach, Fla. 32015

DIRT DOBBERS
1620 NW 4th Ave., Ft. Lauderdale, Fla. 33311

INDIAN RIVER MOTORCYCLE ASSOCIATION
517 N. Georgia Ave., Cocoa, Fla. 32952

JUNIOR TRAIL RIDERS INC.
19193 N.E. Jupiter River Dr., Jupiter, Fla. 33458

MUD DOBBERS
Route 2 Box 251, Valdosta, Ga. 31601

PALM BEACH TRACK AND TRAIL RIDERS
429 Flotilla Rd., North Palm Beach, Fla. 33408

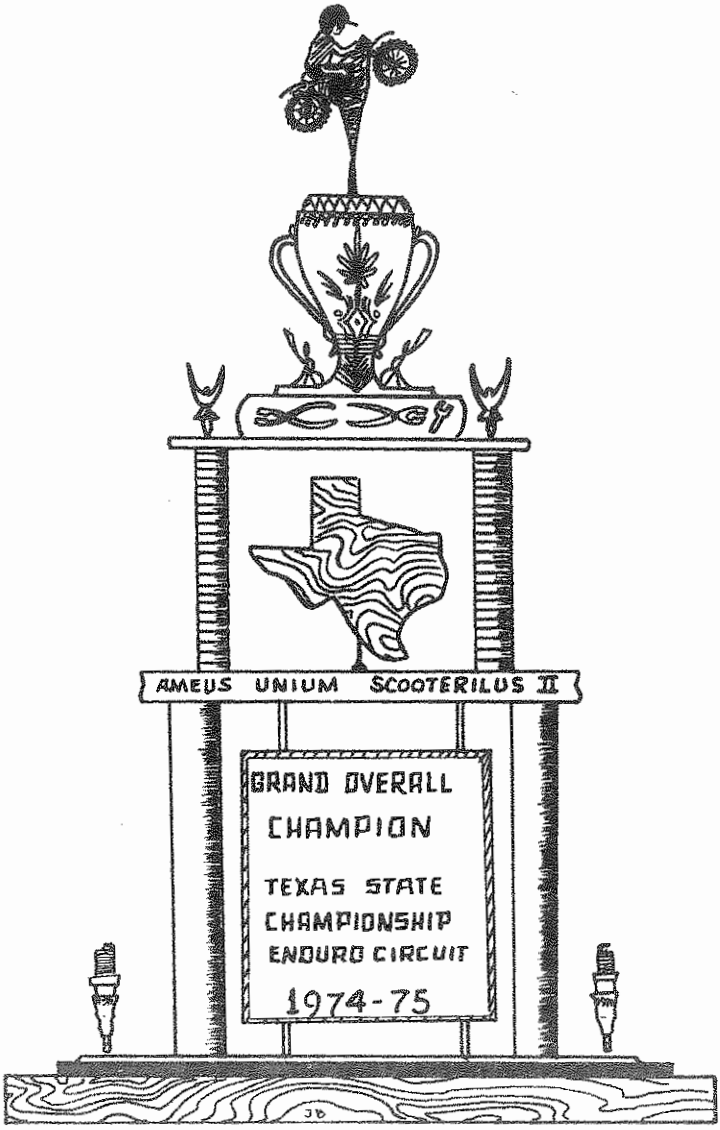
SANDSLINGERS
PO BOX 2623, Sarasota, Fla. 33578

SANDBLASTERS
PO BOX 3, Istachatta, Fla. 33536

SUNCOAST TRAIL BLAZERS
5793 Oak Hurst Dr. N., Seminole, Fla. 33542

TALLAHASSEE TRAIL RIDERS
PO BOX 1003, Tallahassee, Fla. 32302

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1974-75 GUIDELINE HANDBOOK



TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

GUIDELINE HANDBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to develop a system of competitive enduros in Texas and for Texas residents only whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a chairman, a circuit committee consisting of two representatives from each affiliated club and the affiliated clubs as admitted by the circuit committee. The circuit committee shall meet at least once annually for the purposes of adgenda, rule additions-deletions and/or changes, and to conduct any matter of general business that may be appropriately handled by committee. A quorum of not less than sixty-percent (60%) of the currently affiliated clubs shall be deemed necessary to conduct business. The committee shall be the final authority for the purposes of conducting business.

FINANCIAL

There will be no dues as such for affiliation by a club or organization to the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT. The expenses for the operation of the circuit shall be derived from an entry assessment of one dollar ($1.00) for each entry in each affiliate's enduro and from other donations and contributions that may be realized. All revenue derived from the operation of the circuit shall be expended for the operation of the circuit and there will be no wages, salaries nor any other form of remuneration paid to any person for the purpose of compensation for elected or appointed duties. The circuit chairman or his delegate shall provide a complete financial report at the regular annual meeting and at any other time as deemed appropriate by the committee.

Within forty-five (45) days after the adgenda has been set by the circuit committee, a fifty dollar ($50.00) deposit shall be forwarded to the circuit chairman for the purpose of providing advance working capital for the coming enduro season in light of the provision that all revenues collected will be spent. The fifty dollars is to be deducted from the $1.00 circuit fee as each enduro occurs.

CHAMPIONSHIP RECOGNITION

At the end of each seasons circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual awards banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations selected by affiliate clubs.

RULES

A. GENERAL

1. The circuit fee per rider is one dollar per event to be included with the club's entry fee amount.

   Example:

Enduro entry fee....	$ 10.00
Circuit fee	1.00
Total to enter	$ 11.00

2. There will be no motorcycles at or near the rider's meeting at risk of disqualification. (See rule number nine under this section for authority to disqualify)

3. Classes are: 0-100, 101-125, 126-200, 201-250, 251-open and women's open

4. There will be no pit racing or unnecessary motorcycle operation:

   First offense.....warning
   Second offense....loss of ten points for the entrant
   Third offense.....disqualification for the event

5. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will meet and act upon circuit rule infractions, protests by rider(s) to the circuit and /or other matters that might prove appropriately handled by said group if necessary.

6. There will be no more than five starters per minute plus women's open at any circuit enduro.

7. Registration times and deadlines will be stated clearly on the sponsering club's flyer and/or advertising.

8. Circuit rules will be provided to all affiliated clubs.

9. Rider disqualification will be at the sponsering club's option only.

10. Any new clubs wanting to sponser a circuit enduro will first sponser a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsership.

11. The circuit awards banquet will rotate to circuit clubs at different locations.

12. Club members of a club sponsering an enduro may ride their own enduro if such club member does not take part in the marking of the enduro trail or performs any other task that would have unfair advantage over any other rider.

13. American Motorcycle Association sanction is not mandatory for circuit enduros.

14. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

15. The length mileage for women shall be determined by the sponsering club.
    a. A woman must complete the designated finishing mileage for women in order for that woman to be

awarded circuit points.

b. A woman will not be disqualified and will be awarded circuit points if that woman reaches the designated women's finishing point prior to the women's finishing checkpoint's closing.

16. The scoring system for the 1974-75 circuit is as follows: (ref; rule A-10 on page eight)

Overall	Class
1st....20 points	1st.....20 points
2nd....19 points	2nd.....19 points
3rd....18 points	3rd.....18 points
4th....17 points	4th.....17 points
5th....16 points	5th.....16 points
6th....15 points	6th.....15 points
7th....14 points	7th.....14 points
8th....13 points	8th.....13 points
9th....12 points	9th.....12 points
10th...11 points	10th.....11 points
11th...10 points	11th.....10 points
12th....9 points	12th.....9 points
13th....8 points	13th.....8 points
14th....7 points	14th.....7 points
15th....6 points	15th.....6 points
16th....5 points	16th.....5 points
17th....4 points	17th.....4 points
18th....3 points	18th.....3 points
19th....2 points	19th.....2 points
20th....1 point	20th.....1 point

Note: since this point system will negate the overall winner in the individual enduros from getting class points, (since the overall winner does not "place" in any class) for purposes of class placement, the overall winner of the individual enduro will receive twenty-two (22) points toward final circuit class placement.

B. SCORING

1. The flip-card scoring system for scoring and checkpoint timing will be standard for all circuit enduros.

2. A rider's scorecard must be visible to the rider at all times.

3. Circuit clubs will be provided with a form with which to report enduro results to the circuit chairman for purposes of the accumulative scoring system and the perpetual maintenance thereof. The form should be complete and in the hands of the circuit chairman within seven (7) days of the final results of the enduro.

4. Enduro results will be posted thirty (30) minutes prior to the trophy presentation to allow proper time for protests and/or questions. The results will be final after thirty minutes has elapsed from the time that the results are posted.

5. Enduro results will be distributed to the riders of that enduro by the sponsering club by any appropriated method choosen by that club.

6. The standard scoring for checkpoints shall be:

   .....one point for each minute late

   .....two points for the first minute early

   .....five points for each minute early after the first early minute

7. Circuit points earned in one class may not be transferred to any other class.

8. A rider shall be timed as having reached a checkpoint when such rider enters the checkpoint proper or stops withing view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the other above conditions exist.

9. Points toward circuit placement will be accumulated and maintained for Texas residents only.

10. For the 1974-75 circuit season, circuit scoring will be done in two parts. Points awarded a rider toward overall will not be counted toward class placement nor will points awarded toward class placement be counted toward overall placement. The point system for the 1974-75 circuit season is shown on page six.

11. Consistant with last year, thirty percent (30%) of the low individual enduro scores will be eliminated. That is to say, if there are 13 enduros, 30% of the the races (in the case of a total of 13 races, 30% rounded is four) will be eliminated in the final results. Those races with the lowest points awarded toward circuit placement will be the individual race scores that are not counted. This means that if a rider does well enough in nine enduros, she or he can miss a race, breakdown, or otherwise fail to score points in the other four and still win in the circuit.

12. Trophies will be awarded to the ten best finishers per class for the 1974-75 enduro circuit season.

C. TRAIL MARKING

1. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints.

2. Trail marking will be with stripped ribbon and solid-color arrows (recommendation only; marking material will vary with the geographical location and natural growth).

3. Checkpoints shall be positioned such that they occur on an even minute.

4. Turn-marking (major turns) will be designated by:

   .....one arrow prior to a turn
   .....two arrows signifying the turn
   .....one arrow after the turn

5. Minimum mileage markers on the trail will be at five miles, ten miles and at each ten-mile point thereafter (in addition to the checkpoints).

6. The only markers to be visible to the rider shall be those markers that constitutes part of the enduro course being ridden in the enduro.

CIRCUIT ADGENDA FOR THE 1974-75 SEASON

Sept. 22, 1974.....Gulf Coast Enduro, Nederland
Sept. 29, 1974.....T R H Enduro, Houston
Oct. 20, 1974.....San Antonio Enduro
Oct. 27, 1974.....Cotton Boll Enduro, Memphis
Nov. 3, 1974.....Permian Basin Enduro, Odessa
Nov. 10, 1974.....Caprock Enduro, Post
Dec. 8, 1974.....Stump Jumpers Enduro, Ft Worth
Jan. 19, 1975.....San Angelo Enduro
Feb. 9, 1975.....Sweeney Enduro
Mar. 23, 1975.....Southwest Sports Enduro Houston
Apr. 13, 1975.....Trailblazers Enduro, Ft Worth
May 4, 1975.....McAllen Enduro
June 29, 1975.....Et Cetera Enduro, Houston

Local non-circuit enduros:

Sept. 15, 1974.....Kansas National Enduro
Nov. 17, 1974.....Tulsa Okla National Enduro

The awards banquet for the past enduro circuit season will be held at Beaumont in conjunction with the September 22, 1974, Nederland Enduro.

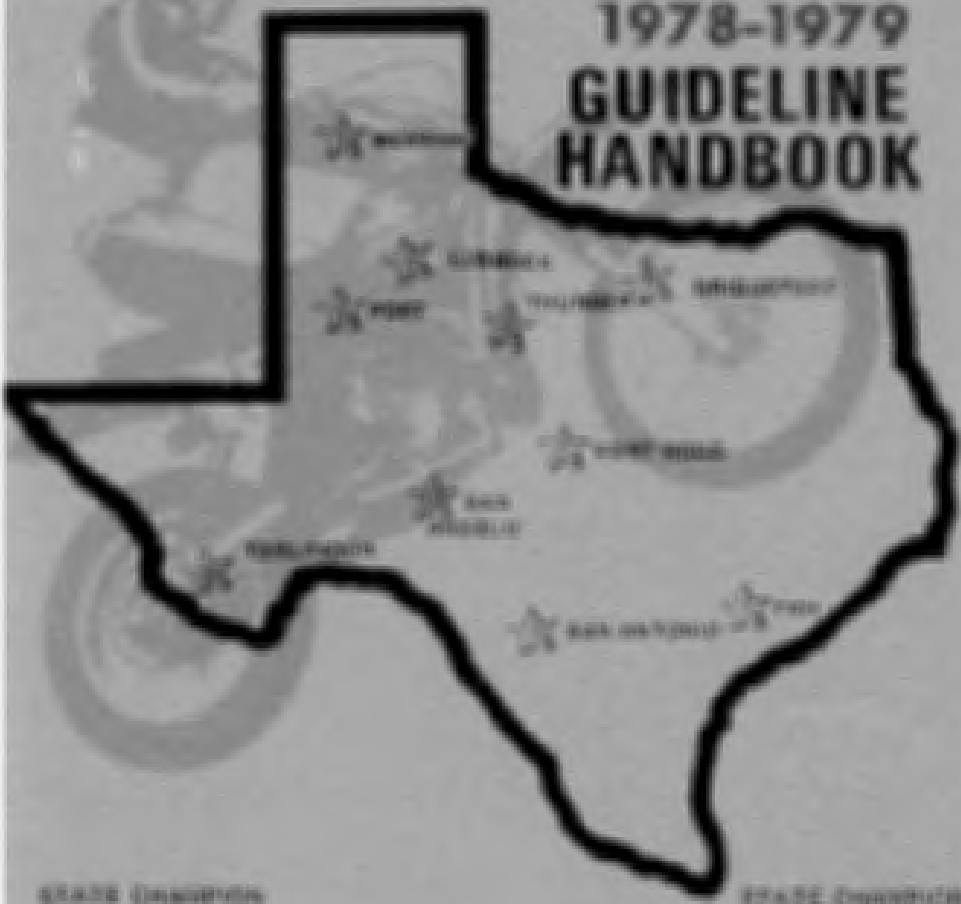
AWARDS AND CONTRIBUTIONS FOR WINNERS IN THE 1974-75 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

SPONSOR	PRIZES AND AWARDS
Cycle Shack-Houston	$250 Gift Certificate to each high-point rider for the season on a PENTON, YAMAHA and HUSKY
Cycle Shack-Houston Sport Cycles of Houston Clear Lake Cycles	$150 Gift Certificate to the High Point Overall rider on a HODAKA
Penton Dealers of Texas	$100 Gift Certificates to the high point PENTON rider at each enduro
Penton Dealers of Texas	$10 Gift Certificates to the high point women's rider at each event
Penton Dealers of Texas	$50 Gift Certificate to the first place women's winner for the season
Penton Dealers of Texas	$250 Gift Certificate to the overall winner of the Women's open for the season
Wierd Willie's of Conroe Conroe Cycle Center	$250 Gift Certificate to the grand overall winner for the season
Carters Yamaha-Dallas Yamaha of Texas-Ft Wth Cowtown Yamaha-Ft Wth Knowles Cycle-Irving Yamaha West-Ft Wth Arlington Yamaha Big D Yamaha-Dallas Bill's Yamaha-Gpvne	175cc Yamaha Motorcycle to the grand overall champion for the season

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

1978-1979

GUIDELINE HANDBOOK



STATE CHAMPION
WOMEN OPEN

LAUREINE PHILLIPS

STATE CHAMPION
MEN'S B

DON EARNEST

STATE CHAMPION
MEN'S A

GUY BURKHART

Organized for Texas Enduro Riders by Texas Enduro Riders

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

ROY POOL, Chairman and Organizer

[illegible] Brownstone Dallas, TX 75209 817-262-[illegible]

Organized for Enduro Riders by Enduro Riders

1978 - 1979 SCORING PRAIRIES

Mrs. Jenevra Duell
[illegible] Estancado
Dallas, Texas (214-327-5475)

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"
704 BROWNSTONE STREET • EULESS, TEXAS 76039

I N D E X

*Rule Changes, Additions

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

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OVERALL STATE CHAMPIONS

No Picture Available

DON SANFORD

OVERALL STATE CHAMPION
MEN'S (A)

Honda
Odessa

LAVERNE PHILLIPS

OVERALL STATE CHAMPION
WOMEN'S OPEN

Suzuki
Abilene

GUY BURKHART

OVERALL STATE CHAMPION
MEN'S (B)

Houston
Husky

Top 10 Overall 'A'

1.	Don Sanford	120
2.	Joe Dixon	112
3.	Perry Davis	102
4.	Jack Henry	98
5.	Robert Daniel	93
6.	Craig Carlisle	92
7.	Steve Seaton	89
8.	Eddie Brasher	88
9.	Roy Pool	79
10.	Henry Bostick	64

Top 10 Overall 'B'

1.	Guy Burkhart	95T
2.	Greg Odom	95T
3.	Alex Torricelli	85T
4.	Jay Lott	85T
5.	Jerry Chitsey	74
6.	D. W. Rogers	62
7.	Mike Payte	60
8.	Rich Rulau	53
9.	Randy Holley	52
10.	Rick Singleton	50

Top 10 Overall Women

1.	Laverne Phillips	114
2.	Janet Hooks	113
3.	Terri Tuell	112
4.	Linda Engeling	107
5.	Phyllis Hayes	106
6.	Rita Rogers	83
7.	Dedra Johnson	79
8.	Sherry Moore	79
9.	Betty Hayes	74
10.	Lynda Brady	73

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

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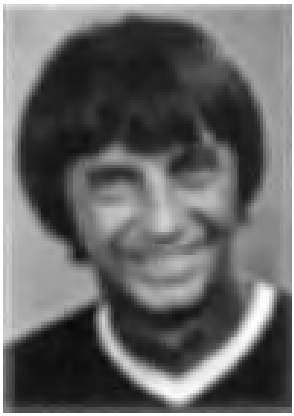
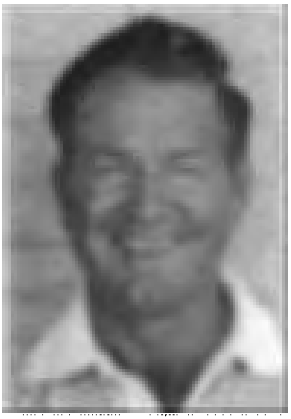
CLASS WINNERS



100 (A) Class
Pat Easley
Austin
K-T-M
Wife: Mary Ann

125 (A) Class
Steve Whitworth
Fort Worth
Husky
Wife: Debbie



200 (A) Class
Roy Pool
Euless
Yamaha
Wife: Lynett

100cc (A) Class:

1.	Pat Easley	118
2.	Zack Elkins	112
3.	Jody Coker	109
4.	Deon Drown	108
5.	Ed Wadley	107
6.	Bill Jennings	101
7.	Bill Pando	100
8.	Steven Powell	35
9.	Ronny Martin	24
10.	Larry Kinnison	18

125cc (A) Class:

1.	Steve Whitworth	114
2.	Bob McKnight	113
3.	Jack W. Moss	113
4.	Larry Priest	105
5.	Ken Chester	104
6.	Mike Terry	103
7.	Sam Patten	83
8.	Jim McCartney	65
9.	Ferris Fain	55
10.	Tom McKay	55

200cc (A) Class:

1.	Roy Pool	117
2.	Kinki Koi	109
3.	Bill Pinkerton	106
4.	Steve West	105
5.	Jerral McDonald	105
6.	D. W. Rowe	104
7.	Will Hendrix	96
8.	Jack Norton	94
9.	Kenny Otto	84
10.	Leo Anderson	78

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

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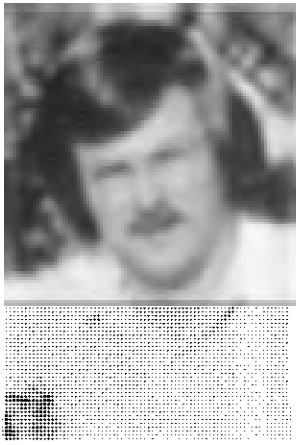
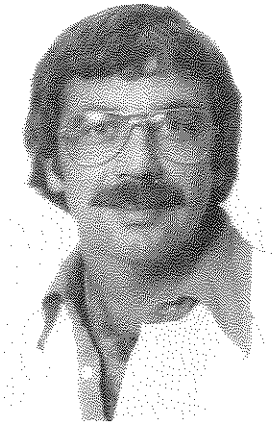


250 (A) Class
Joe Dixon
Abilene
Suzuki
Wife: Connie



Open (A) Class
Craig Carlisle
Dallas
Husky
Wife: Patty

Women's Open (A)
Phyllis Hayes
Fort Worth
Honda
Single

250 (A) Class:

1.	Joe Dixon	119
2.	Perry Davis	117
3.	Robert Daniel	113
4.	Clif Phillips	104
5.	Jeff Vincent	99
6.	Don Engeling	91
7.	Ray Rogers	89
8.	Thomas Sparks	75
9.	Alvis Stovall	73
10.	Henry Bostick	58

Open (A) Class:

1.	Craig Carlisle	114
2.	Jack Henry	113
3.	Eddie Brasher	110
4.	Steve Seaton	109
5.	Paul Johnson	95
6.	Jim Sutton	90
7.	Jim Foster	83
8.	Bruce Rose	80
9.	Gayle Bradley	69
10.	Millard Barnes	65

Women's Open (A) Class:

1.	Phyllis Hayes	120
2.	Rita Rogers	109
3.	Bettye Hayes	105
4.	Sandy Matthews	97
5.	Barbara Yule	91
6.	Lynda Brady	81
7.	Bettye Reich	59
8.	Nan Dietert	56
9.	Jo Ann Perry	16
10.	Vicki Davis	15

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

16 & Under Class
John Ham
Weslaco
Honda
Single

Sr. Men's Class
Glenn Terry
Amarillo
Penton
Wife: Eura Lee (Dink)

Women's Open (B)
Janet Hooks
Plainview
Kawasaki
Single

16 & Under Class:

1.	John Ham	117
2.	Ken Watkins	110
3.	Lonnie Beasley	101
4.	Steve Watkins	96
5.	Kirk Stevens	94
6.	Rynn Norman	91
7.	Chris Bradley	79
8.	Ray Don Leatherwood	70
9.	Gordon Gabert Jr.	64
10.	Todd Brady	61

Sr. Men-45 & UP Class:

1.	Glenn Terry	117
2.	Milton Wendrock	116
3.	Jack D. Moss	114
4.	Jimmy Fotjik	105
5.	C. F. Powell	99
6.	John Hayes	96
7.	Lewis Ashby	93
8.	Joe Walters	90
9.	Orville Baker	84
10.	Glenn Tate	81

Women's Open (B) Class:

* 1.	Janet Hooks	122
* 2.	Terri Tuell	122
* 3.	Linda Engeling	120
4.	Sherry Moore	99
5.	Sue Anderson	98
6.	Gretna Hopson	98
7.	Debra Johnson	97
8.	Pat Brownlee	91
9.	Barbara Rose	84
10.	Joline Holley	73

*Transferred to (A)

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

CLASS WINNERS

100 (B) Class
L. D. Martin
Lubbock
Hodaka
Wife: Virginia

125 (B) Class
James Martin
Odessa
Husky

200 (B) Class
Jerry Chitsey
San Angelo
Yamaha
Wife: Martha

100cc (B) Class:	
* 1. L. D. Martin	115
* 2. Wayne Lowman	112
* 3. Roland Miles	107
4. Bob Brownlee	100
5. Lee Frazier	95
6. Jerry Matthews	91
7. Mark Gregory	86
8. Bobby Colby	78
9. James Ray	72
10. Bob Clay	71

125cc (B) Class:	
* 1. James Martin	118
* 2. Phil Thurston	112
* 3. Dan Elkins	108
* 4. Glenn Colby	103
5. Jerry Stephens	91
6. Lloyd Ham	83
7. Dave Meers	78
8. Donald Sciba	76
9. Kenneth Cheek	76
10. Joe Godfrey	68

200cc (B) Class:	
* 1. Jerry Chitsey	110
* 2. D. W. Rogers	109
* 3. Byron Patterson	100
* 4. Barry Franklin	96
* 5. Paul Moore	91
* 6. Jimmy Jones	84
* 7. Robert Bosart	72
8. James Humphrey	64
9. Tom Cope	63
10. Murray Trager	55

*Transferred to (A)

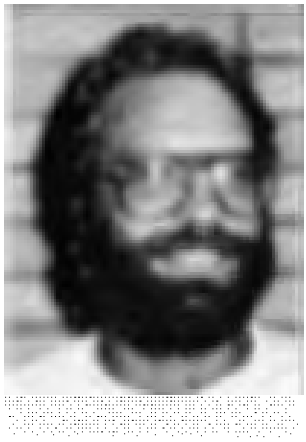
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"

704 BROWNSTONE STREET • EULESS, TEXAS 76039

CLASS WINNERS

250 (B) Class
Alex Torricelli
Abilene
Husky



Open (B) Class
Rich Rulau
Houston
Husky
Wife: Linda

250cc (B) Class:

*	1. Alex Torricelli	115
*	2. Jay Lott	108
*	3. Greg Odom	100
*	4. James Willett	95
*	5. Matt Thompson	88
*	6. Jim Krause	79
*	7. Randy Jackson	72
*	8. Rick Singletary	72
*	9. T. K. Walker	64
*10.	A. L. Sparks	54

Open (B) Class:

*	1. Rich Rulau	100
*	2. Sammy Grubb	92
*	3. Michael Swinney	90
	4. Mike Payte*	86
*	5. Randy Holley	80
*	6. Harry Sikes	74
*	7. Jim Edwards	67
*	8. Carly Bell	66
*	9. Robert Jones	63
	10. Tony Gonzales	55

*Transferred to (A)
Deceased*

Trailblazer's Challenge Cup:

(A) Team Winners -

1.	Moss,Brasher,Terry	114
2.	Dixon,Phillips,West	95
3.	Whitworth,Carlisle, Bostick	95
4.	Fotjik,Easley,Ham	87
5.	Pool,Bradshaw,Davis	56
6.	Stovall,Powell, Wendrock	56

(B) Team Winners -

1.	Foster,Coleman,Miera	59
2.	Burkhart,Edward, Jackson	40
3.	Wylie,Culpepper,Grubb	18
4.	Gregory,Godfrey,Cheek	17

TSCEC HISTORY

Early 1973: Circuit was formed by Roy Pool in cooperation with various Texas enduro clubs.

1973/74: 10 Clubs sponsored enduros: the average number of entries was 200: 250 attended the Awards Banquet hosted by the Gulf Coast Trail Riders in Woodville.
Men's Overall: Charles Bishop (Houston) Yamaha
Women's Overall: Lynett Pool (Euless) Yamaha
100 1st: E. W. Bryan; 125 1st: Jimmy Hill; 200 1st: Milton Wendrock; 250 1st: Mike Davis; Open 1st: Roy Pool; Women 1st: Carol Jones.
Best Club: Lubbock Trail Riders, Inc.

1974/75: 13 clubs sponsored enduros: the average number of entries was 350: 400 attended banquet hosted by the Odessa Permian Basin Club in Crane. Men's Overall: Henry Bostick (Dallas) Penton, Women's Overall: Bettye Hays, (Ft. Worth) Yamaha; 100 1st: Jim McCartney; 125 1st: Eddie Brasher; 200 1st: Milton Wendrock; 250 1st: C.A. Roberts; Open 1st: Jack Henry; Women 1st: Lynett Pool
Best Club: Lubbock Trail Riders, Inc.

1975/76: 12 clubs sponsored enduros: the average number of entries was 450: 700+ attended the awards banquet hosted by Troy Taylor and Jimmy Fotjik in Rockne. Men's Overall: perry Davis (Irving) Penton; Women's Overall: Lynett Pool (Euless) Yamaha; 100 1st: Glenn Allison; 125 1st: Jerral McDonald; 200 1st: Eddie Brasher; 250 1st: Mike Bradshaw; Open 1st: Jack Henry; Women 1st: Lynda Brady; Sr. Men 1st: Jack W. Moss, Sr. A trophy and plaque was presented to the first entrant into the Texas Hall of Fame - Lynett Pool for winning two overall championships in the TSCEC.
Best Club: Concho Club of San Angelo

1976/77: 12 clubs sponsored enduros: the average number of entries was 550; the awards banquet was hosted by the Lubbock Trail Riders in Post. State Champion-Men's A: Henry Bostick (Dallas) Penton; State Champion-Men's B: Bruce Rose (Ft. Worth) Honda; State Champion-Women's Open: Lynett Pool (Euless) Can-Am; A total of 139 trophies (10 in each class) were presented. Henry Bostick was presented with a plaque honoring him as the second entrant to the Texas State Hall of Fame for the TSCEC.
Best Club: Terlingua

1977-78: 11 clubs sponsored enduros: average number of entries was 550: The awards banquet was hosted by the Trail Rider's of Houston near the Caney Creek Enduro site. State Champion-Men's A: Don Sanford (Odess) Honda; State Champion-Men's B: Guy Burkhart (Houston) Husky; State Champion-Women's Open: Laverne Phillips (Abilene) Suzuki; The Hall of Fame plaque will be presented to the Lubbock Trail Riders club for being chosen twice by TSC riders as the best all around enduro club in 1973-74 and 1974-75.
TSC Chairman: Roy Pool, TSC Scoring Committee Chairman: Lynett Pool, TSC Gas Stop Marshal: Shirley Tate.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

GUIDELINE HANDBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to develop a system of competitive enduros in Texas and for Texas residents only whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

*INTENT

The intent of T.S.C.E.C. enduros will be to perpetuate enduro riding and develop new enduro riders. This can best be accomplished by proper use of these guidelines and the events being oriented to the average rider, while having a portion of the event to test the championship caliber rider. The rest of the event should give the average rider a moderate challenge. The sponsoring club should keep in mind that rider development and perpetuation are highest when the event is a rewarding challenge and not a frustrating obstacle.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a chairman, a circuit committee consisting of two representatives from each affiliated club, and the affiliated clubs as admitted by the circuit committee. The circuit committee shall meet at least once annually for the purposes of agenda, rule additions-deletions and/or changes, and to conduct any matter of general business that may be appropriately hendled by the committee. A quorum of not less than sixty percent (60%) of the currently affiliated clubs shall he deemed necessary to conduct business. The committee shall be the final authority for the purposes of conducting business.

(*New)

** FINANCIAL

There will be no dues as such for affiliation by a club or organization to the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT. The expenses for the operation of the circuit shall be derived from an entry assessment of $1.50 for each entry in each affiliate's enduro and from other donations and contributions that may be realized. All revenue derived from the operation of the circuit shall be expended for the operation of the circuit and there will be no wages, salaries nor any other form of remuneration paid to any person for appointed duties. The circuit chairman or his delegate shall provide a complete financial report at the regular annual meeting.

CHAMPIONSHIP RECOGNITION

At the end of each season's circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual Awards Banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations and will be held concurrently with the first enduro scheduled in September of the new season.

LEGISLATIVE COMMITTEE

The 1976-77 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT committee voted unanimously in favor of forming a "Legislative Committee" for the purpose of voicing our dissatisfaction with unfair land closures or any other act that inhibits the use of land to off-road vehicles. The Legislative Committee will consist of one representative from each participating TSC enduro club and a committee chairman. Each club in the Texas circuit is required to put a space on its entry form for contestant's donation of one dollar or more per enduro to a Circuit Legislative Fund, to be administered by the Legislative Committee members.

**Change

Legislative (continued)

Disbursements should be at the discretion of the Committee and should be used to fight land closures or any other act that may inhibit the use of public or private lands. Such disbursements should not necessarily be limited to areas within the state of Texas, but should rather be used in any area in which Texas riders have an interest. Because swift action might sometimes be required in order to be effective, the Committee should be allowed to act solely at their own discretion and should report any disbursements to all member clubs within thirty (30) days of each disbursement.

I. CHECKPOINTS

A. General

1. Checkpoints will be positioned such that they occur on whole minutes and whole tenths.

2. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints.

3. A colored flag or colored sign of identification by the rider shall be conspicuously displayed to designate a visual check or secret timed checkpoint. Checking time shall be taken at instant the rider's front wheel has arrived opposite flag.

   Green/White = Tiebreaker Checkpoint
   Red/White = Secret Checkpoint
   Yellow = Known Control
   White = Visual Checkpoint

4. A checkpoint shall <u>not</u> be located before there has been a mileage check.

5. The flipcard scoring system will be standard for scoring at all checkpoints and at the starting line of the Circuit enduro.

6. Flipcards at checkpoints shall be situated in such a manner that they will not be visible to the rider until he is in the checkpoint lane.

7. Any rider that reaches the first checkpoint within the hour disqualification time (60 minutes, 59 seconds), will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring. If two riders are tied and are disqualified but one rider goes farther than the other - then he or she will be considered the winner of the tie.

**8. A rider shall be timed as having reached a checkpoint at the instant the rider's front wheel has arrived opposite the flag or stops within the view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the above conditions exist.

   A rider <u>and</u> his motocycle must proceed through the checkpoint lanes in order to receive a score at said checkpoint.

   **Addition

9. The standard scoring for checkpoints shall be:

. . . one point for each minute late
. . . two points for the first minute early
. . . five points for each minute early after the first minute early

10. The host club will furnish a "protest sheet" at each checkpoint and gas stop for the rider's use.

11. The finish line of the enduro shall be established as a known control.

B. Separation Factor:

1. The separation factor for all T.S.C. enduros will be 2 miles before and 3 miles after any gas stop.

2. For enduros 100 miles or less - checkpoints shall not be located closer than 3 miles to one another nor the start.

3. For enduros 100.1 or more checkpoints shall not be located closer than 5 miles to one another nor the start.

4. A checkpoint shall not be located before there has been a mileage check.

C. Time-Keeping Devices:

1. Circuit-owned clocks (pacers) and/or other time-keeping devices used by the enduro club shall be checked and placed, while still running, on display at the club headquarters location at the conclusion of the event where any participant may see them prior to the trophy presentation. Maximum variance from the master clock shall be a 12 second variance.

2. The Standard Time shall be established for setting the master clock by using the circuit-owned "WWV".

II. CIRCUIT POINTS:

1. Circuit points earned in one class may not be transferred to any other class.

2. Points toward circuit placement will be accumulated and maintained for Texas residents only.

III. CIRCUIT PROTEST COMMITTEE:

*1. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will comprise the "Protest Committee" and will meet and act upon circuit rule infractions, protests by riders to the Circuit and/or other matters that might prove appropriately handled by said group, if necessary. A majority of two-thirds of the Circuit Protest Committee (CPC) shall be required to disallow a circuit event.

*Addition

**IV. CIRCUIT RIDER FEE:

1. The Circuit fee per rider is one dollar and fifty cents per event and is to be included in the club's entry fee amount. The sponsoring club is to act in the interest of the Texas State Enduro Circuit and to collect this fee from each and every entry regardless of class or residence. It is to be forwarded to the Circuit Chairman within seven days after event is completed, and will be used to defray Circuit expenses.

**V. CLASSES:

1. Classes are: 0-125cc (A & B); 126-200cc (A & B); 201-250cc (A & B); 251-Open (A & B), Women's Open (A & B); Senior Men-45 & Over and 16 & Under

2. Classes to be included for Class 'A' and Class 'B' riders are:

   0-125cc, 126-200cc, 201-250cc, 251-Open, Women's Open

VI. CLASSIFICATION OF CLASS 'A' and CLASS 'B' RIDERS:

1. Transfer of "B" riders to "A" classification will be based on the average number of trophies given by each club during the season in each respective class.

   (Example: 125cc "B" class

   Race A gives 4 trophies
   Race B gives 5 trophies
   Race C gives 4 trophies
   Race D gives 4 trophies = 13 trophies given during season

   13 total trophies divided by the total races (4) = 3.2 (rounded up)

   A total of 4 "B" riders would transfer to the "A" class.

2. A "B" class rider may choose to designate himself an "A" rider and compete in the "A" class; however, once he has designated himself an "A" rider or has been advanced by the Chairman and Committee - he may not transfer back to the "B" class at any time.

3. Circuit points will not transfer from "B" to "A" or from class to class at any time.

4. An "A" class rider may not reclassify himself as a "B" class rider at any time.

**Change

VII. CLUB AFFILIATIONS:

A. New Club Qualifications

1. Any new club wanting to sponsor a circuit enduro will first sponsor a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsorship and with at least a three-fourth (3/4) majority vote of the present circuit member's (at the enduro) approval.

B. Club Re-entry Requirements

1. Any club sponsoring an enduro that is withdrawn from the circuit, for any reason, must be voted on by the Circuit Committee at the summer meeting before re-entry will be permitted in the enduro circuit schedule. The Committee may also request the club to apply for re-entry to the Circuit in the same manner as a "new" club by hosting a trial enduro to show aptness and ability.

2. If, for any reason, the Circuit Chairman, or a member club, has reason to believe that a member club cannot properly perform their obligations to the Circuit to put on a first-class enduro, by presentation of a formal written complaint and investigation by the Circuit Chairman, and two-thirds majority vote of the member clubs, shall have the option to withdraw that club's sanction at any time during the season.

VIII. DISQUALIFICATION:

1. Rider disqualification will be at the discretion of the sponsoring club.

2. Foul and abusive language and/or unsportsmanlike conduct at any point at a Circuit event, with two witnesses present of a sponsoring club, will disqualify the rider from that enduro. In addition, the rider will be penalized five (5) T.S.C. points from his accumulated total by the Circuit Chairman.

3. Mufflers will be checked for spark arrestors with a 1/4 inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If 1/4 inch rod extends into muffler exceeding 18 inches, motorcycle shall be considered to have no spark arrestor.

4. A strict 5 MPH speed limit will be enforced in the gas stop upon penalty of disqualification for failure to comply.

5. There will be no running motorcycles allowed at or near the rider's meeting at risk of disqualification.

6. Any person defaulting on payment of entry fee shall be disqualified from circuit competition until payment is made good with a time limit of thirty (30) days from the date of the event.

7. There will be no pit racing or unnecessary motorcycle operation:

   . . First offense . . . warning
   . . Second offense . . loss of 10 points for entrant
   . . Third offense . . . disqualification from event

8. A rider's starting position number may not be transferred, sold or otherwise given to any other rider at said enduro, either by the rider himself or the host club. If the rider is unable to ride on a given number, then the number is to be left blank and no other person is to be given that number. Transferring of numbers will be reason enough for disqualification of both riders and loss of circuit points.

9. Any rider that reaches the first checkpoint within the hour disqualification time will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring.

10. Any person seen by two or more persons removing course markings, or cutting fences shall be permanently disqualified from T.S.C. events.

11. One rider and one motorcycle must compete throughout the entire length of event. No change of rider or cycle will be deemed legal. Result will be disqualification.

IX. <u>ENGINE LEGALITY</u>:

A. Engine Protest

1. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

B. Muffler/Spark Arrestor

1. Contestant's motorcycles will be required to have a spark arrestor and an effective muffler at the start and the finish of the enduro. Sponsoring clubs will be required to check spark arrestor and muffler at least once before, during or after the enduro for compliance. The spark arrestor will be checked with a 1/4 inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If 1/4 inch rod extends into muffler exceeding 18 inches, motorcycle shall be considered to have no spark arrestor.

2. The T.S.C. recommends that all enduro participants motorcycles be as street-legal as possible to avoid possible difficulties with the law enforcement agencies.

X. ENTRY FORMS, FLYERS, ETC.:

*A. Information

1. Registration times and deadlines will be stated clearly on the sponsoring club's flyer and/or advertising. Deadline for entries shall be the post office postmark date.

2. Flyers on a circuit event must be made available at least six weeks prior to the event.

3. Any person defaulting on payment of entry fee shall be disqualified from circuit competition until payment is made good with a time-limit of thirty (30) days from the date of the event.

4. Mile-per-hour averages and any mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 o'clock noon the day before the scheduled event. Speed change markers shall be posted at their respective points on the course. Mileage reset markers must also be clearly displayed on the course.

5. All T.S.C. entry forms must contain a space, prominately displayed, for the Legislative Fund donation.

*6. All entry forms must specify the total number of gas stops at each T.S.C. event.

*7. All T.S.C. entrants must have their riding number clearly displayed on the front of their motorcycle. Numbers must be a minimum of three inches high.

B. Random Drawing/Starting Positions:

1. Rider's numbers for starting positions will be decided by a random drawing to be held not less than seven days or more than three weeks prior to the event. The date, time and location of the drawing to be announced on the flyer and any club representative may attend.

2. There will be no more than six starters per minute at any circuit event.

3. A rider's starting position number may not be transferred, sold or otherwise given to any other rider at said enduro, either by the rider himself or by the host club. If the rider is unable to ride on a given number, then the number is to be left blank and no other person is to be given that number. Transferring of numbers will be reason enough for disqualification of both riders and loss of circuit points.

*New

*C. EMERGENCY VEHICLE AND MEDICAL PERSONNEL:

1. An emergency vehicle with qualified medical personnel must be provided by the sponsoring club at each T.S.C. event.

XI. GAS STOPS:

*A. Mileage

1. Exact mileage distance to the gas stop(s) shall be announced prior to enduro.

*2. The total number of gas stops at each T.S.C. event must be stated on the sponsoring club's entry forms.

*3. All entrants in a T.S.C.E.C. event must fuel within the specified boundaries set up for the official gas stop area, during scheduled refueling, as defined by the sponsoring club. Failure to comply will result in disqualification from the event.

*4. The sponsoring club will specify a crossing lane for pedestrian traffic at the extreme far end of the gas stop lane. The club shall also provide a monitor to direct the crossing traffic in this lane.

*5. No more than two person (pit crew) will be allowed to cross over into the designated rider refuleing area to service an incoming rider. Only two members of a rider's pit crew shall be allowed per motorcycle.

B. Gas Stop Controls

2. The T.S.C. Chairman shall appoint an official "Gas Stop Marshall" to work in conjunction with a club appointed representative to be in charge of enforcing gas stop rules and regulations at all Circuit events.

The T.S.C. Gas Stop Marshall is an appointed official of the TSCEC and is not controlled by the sponsoring club in any way. The Marshall and the club representative, by agreement, shall have authority to disqualify a contestant for disobeying any or all of the pre-announced gas stop rules.

A "Protest Sheet" will be provided and must be signed if the disqualified contestant disagrees with TSC Gas Stop Marshall. Any protests over a disqualification will be handled directly through the TSC Chairman and the "Protest Committee" immediately after the enduro. (Rule 2, Page 2, Section VIII, will also apply).

3. Disqualification will result in loss of T.S.C. points for event.

*New

4. Strict adherence will be required for the following rules:

   a. 5 MPH SPEED LIMIT FROM POINT A TO POINT B AND MARKED WITH SIGNS AND LIME ACROSS THE TRAIL.

   b. ALL ENGINES SHUT-OFF DURING REFUELING.

   c. ABSOLUTELY NO SMOKING, EITHER BY CONTESTANTS OR ANY OTHER PERSON IN GAS STOP AREA, AT ANY TIME! NO EXCEPTIONS! T.S.C. MARSHALL WILL DESIGNATE AN AREA WELL AWAY FROM REFUELING AREA FOR THE PURPOSE OF SMOKING. T.S.C. MARSHALL WILL HAVE AUTHORITY, BY AGREEMENT OF CLUB APPOINTED MARSHALL, TO DISQUALIFY ANY CONTESTANT OR MEMBER OF PIT CREW VIOLATING THIS RULE.

   d. ALL PIT CREWS WILL BE POSITIONED ON THE "RIGHT-HAND" SIDE OF THE CONTESTANT'S DIRECTION OF TRAVEL UPON ENTERING GAS PIT AREA AT ALL T.S.C. EVENTS.

   e. ALL CONTESTANTS NOT HAVING PIT CREWS WILL HAVE THEIR GAS CANS, PRE-NUMBERED, AND SITUATED ON THE LEFT-HAND SIDE OF THEIR DIRECTION OF TRAVEL UPON ENTERING THE GAS PIT AREA. EARLIEST NUMBERS WILL BE AT THE EXTREME FAR END OF THE PIT AREA AND LATER NUMBERS BEING CLOSEST TO BEGINNING OF PIT AREA.

   f. PEDESTRIAN CROSSING LANE SHALL BE AT THE FAR END OF THE CONTESTANT'S DIRECTION OF TRAVEL AND SHALL BE DESIGNATED BY THE SPONSORING CLUB. A MONITOR WILL BE PROVIDED BY CLUB TO DIRECT TRAFFIC.

5. SIGNS WILL BE PREPARED BY HOST CLUB TO SIGNIFY:

   a. BEGIN 5 MPH ZONE
   b. END 5 MPH ZONE
   c. SIGNS DESIGNATING GAS CAN NUMBERS.
      example: 0-10 or 11-20, etc.
   d. PEDESTRIAN CROSSING LANE.

6. NO CARS, VANS, MOTORHOMES, ETC. WILL BE ALLOWED IN OR NEAR THE CONTESTANT'S RE-FUELING AREA. ALL ROADS, TRAILS, ETC. THAT CONTESTANTS WILL BE USING ARE TO BE KEPT CLEAR OF TRAFFIC, OTHER THAN CONTESTANTS, AT ALL TIMES.

7. Club is to provide fire extinguishers and personnel to operate them. A First Aid Kit is also recommended to be available.

XII. KNOWN CONTROLS:

1. Official finishline of an enduro is to be established as a known control and checkpoint. Rider may come in up to and including 15 minutes early without penalty.

*XIII. MILE-PER-HOUR AVERAGES/SPEED CHANGES:

1. MPH averages and mileage at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

*2. The sponsoring club shall have the option of changing or lowering speed averages and/or mileage changes, due to inclement weather, up to the start of the Rider's Meeting. Possible Alternate Schedule must be posted no later than noon Saturday prior to the day of the event. Original schedule shall be classified as "Schedule A". Possible "Alternate Schedule" shall be classified as "Schedule B".

*3. Mileage resets that retard the mileage shall not be used at T.S.C. events.

XIV. RIDER'S MEETING:

1. There will be no running motorcycles allowed at or near the rider's meeting at risk of disqualification.

(2.) The official TSC siren shall be sounded to signify a five-minute warning prior to the start of the rider's meeting.

XV. SCORING:

A. Scoring system for all classes.

1. Circuit scoring will be done in two parts. Points awarded a rider toward overall will not be counted toward class placement nor will points awarded toward class placement be counted toward overall placement. The point system is as follows:

OVERALL (All classes)	Class (All classes)
1st . . 20 points	1st . . 20 points
2nd . . 19 points	2nd . . 19 points
3rd . . 18 points	3rd . . 18 points
4th . . 17 points	4th . . 17 points
5th . . 16 points	5th . . 16 points
6th . . 15 points	6th . . 15 points
7th . . 14 points	7th . . 14 points
8th . . 13 points	8th . . 13 points
9th . . 12 points	9th . . 12 points
10th . . 11 points	10th . . 11 points
11th . . 10 points	11th . . 10 points
12th . . 9 points	12th . . 9 points
13th . . 8 points	13th . . 8 points
14th . . 7 points	14th . . 7 points
15th . . 6 points	15th . . 6 points
16th . . 5 points	16th . . 5 points
17th . . 4 points	17th . . 4 points
18th . . 3 points	18th . . 3 points
19th . . 2 points	19th . . 2 points
29th . . 1 point	20th . . 1 point

*New

NOTE: Since this point system will negate the overall winner in the individual enduros from getting class points, (the overall winner does not "place" in any class) for purpose of class placement, the overall winners of the individual enduro will receive 22 points toward final placement.

2. A Class "A" Overall winner, a Class "B" Overall winner and a Women's Overall winner will be presented at the annual Awards Banquet.

3. Points toward circuit placement will be accumulated and maintained for Texas residents only.

4. A rider's scorecard must be visible to the rider at all times.

**5. Enduro results will be posted fifteen (15) minutes prior to the trophy award presentation to allow proper time for protests and/or questions. The results will be final after fifteen minutes has elapsed from the time that the results are posted.

NOTE: TSC siren will be sounded to indicate the beginning of the fifteen minute protest time prior to trophy presentation. It will also be sounded five minutes prior to the start of the trophy presentations.

6. Enduro results shall be distributed to the riders of that enduro by the sponsoring club by any appropriated method chosen by that club.

B. Scoring clarification for club members

1. Club members of a club sponsoring an enduro may ride their own enduro if such club member does not take part in the marking of the enduro trail or perform any other task that would have unfair advantage over any other rider.

2. Club members of a club sponsoring an enduro who work their own club's enduro will be granted the opportunity of having their accumulated scores averaged at the end of the season, if they have attended 50% or approximately one-half of the season's scheduled events. The average will be figured before the lowest scores are dropped and will be awarded as their score for their own club's enduro by the TSC Chairman.

**Change

*C. Total Number of Enduros to Be Counted in a Season

1. The total number of enduros that will be counted toward each T.S.C. participant in a season shall be as follows:

Total # Events	To Be Dropped	To Be Counted
1	0	1
2	0	2
3	0	3
4	0	4
5	0	5
6	0	6
7	1	6
8	2	6
9	2	7
10	3	7
11	4	8
12	4	8
13	4	9
14	5	9
15	6	9

D. Standardized Scoring Procedure

1. CONTESTANTS WILL PRESENT THEIR SCORE CARDS TO SCORING COMMITTEE MEMBERS IN A PRE-DETERMINED AREA IMMEDIATELY UPON COMPLETION OF THEIR LAST CHECKPOINT.

2. COMMITTEE MEMBER WILL SCORE CARD AND OBTAIN RIDER'S SIGNATURE UPON CONCURRENCE OF HIS OR HER SCORE.

3. IF A PROTEST IS LODGED ON A CHECKPOINT, GAS STOP DISQUALIFICATION, ETC., THE CARD WILL BE FIGURED AND SCORED "AS IS" UNTIL PROTEST DECISION IS FINALIZED BY HOST CLUB OR CIRCUIT PROTEST COMMITTEE. CARD WILL BE RE-EVALUATED SHOULD THE PROTEST BE ALLOWED IN CONTESTANT'S FAVOR.

4. AFTER CARD IS SCORED, IT WILL BE GIVEN TO ANOTHER COMMITTEE MEMBER WHERE IT WILL BE RECORDED DIRECTLY INTO THE OFFICIAL T.S.C. MASTER SCORING BOOK.

5. THE CARD WILL THEN BE GIVEN TO A THIRD COMMITTEE MEMBER AND POSTED ON POSTER BOARD IN PROPER CLASS AND WILL BE DISPLAYED IN SUCH A MANNER SO THAT SPECTATORS AND CONTESTANTS WILL BE ABLE TO VIEW RESULTS IMMEDIATELY UPON COMPLETION OF SCORING BY COMMITTEE.

6. UPON FINAL POSTING OF ALL CONTESTANTS SCORE CARDS, A 15-MINUTE PROTEST PERIOD WILL BEGIN AND WILL BE SIGNIFIED BY THE OFFICIAL T.S.C. SIREN.

7. AFTER 10 MINUTES OF THE 15 MINUTE PROTEST PERIOD HAVE ELAPSED, AND ALL PROTESTS AND/OR QUESTIONS HAVE BEEN RESOLVED, THE SIREN WILL BE SOUNDED TO ANNOUNCE THE TROPHY PRESENTATIONS TO BEGIN WITHIN 5 MINUTES.

*New

A Central Scoring Committee will be set up for the purpose of handling scoring at TSC events for member clubs, npon written request to Committee Chairman at least one month prior to their event. The committee shall consist of a Chairman (to be appointed by the TSC Chairman) and a suitable number of committee members, to be selected by the Scoring Committee Chairman to standardize and administer the scoring of all contestants at said TSC events.

T.S.C. Appointed Scoring Chairman for the 1978-79 season is:

Mrs. Janeva Tuell
9880 Estacado
Dallas, Texas
214-327-5475

XVI. TIES:

1. TSC clubs must provide a minimum of three lanes at the tie-breaker checkpoint.

A. Tiebreaker.

2. Ties will be broken in the following manuer: there will be at least one tiebreaker secret check in the enduro where scores are given to include the second (or one-huudreth of a minute) of the rider's arrival. The score at the tie-breaker check is to be used in the normal manner regarding points nsing the minute of arrival score to compute late or early points. The second (or one-hundreth of a minute) will be used in cases of a tie whereupon the rider arriving at the checkpoint nearer the thirty-second (30) mark after the rider's minute will be the winner. Ties will be broken therefore in the following manner:

(1) Total points lost at the tie-breaker check.
(2) If total points at the tie-breaker check are the same, the score nearer the 30 seconds after rider's minute is the winner.

Tiebreaker example:

		Rider #20		Rider #95
Total points lost		12		12
Points lost @ tiebreaker		7 (2 min. early)		7 (7 min late)
Score @ tiebreaker		18 + 59 seconds		102 + 21 sec.
Time to absolute zero		20 min. 30 sec.		93 min. 30 sec.
Time to absolute zero minus		-18 min. 59 sec.		-102 min. 21 sec.
Equals	=	1 min. 31 sec.	=	6 min. 51 sec.

Winner is Rider #20 because #20 is more near absolute zero for his time.

3. If a tie exists for overall or any class placement at close of the enduro circuit season, these ties will be broken in the following manner:

Highest overall placement (if in top 20)
Total number of overall wins
Total number of first place wins
Total number of second place wins
Total number of third place wins
Total number of fourth place wins
Total number of fifth place wins
etc.

If the tie still exists after this method then two trophies will be presented for one place.

Example: Two riders in same class tie for third place, if tie cannot be broken in the previously mentioned method, then two trophies for third place will be presented to the co-winners and no fourth place trophy will be presented. This method will be used for overall, 1st place and all class placements.

(4.) If two riders are tied for total points lost and both are disqualified (houred out) but one rider goes farther in distance than the other - then he or she will be considered the winner of the tie.

XVII. TRAIL MARKING:

A. Turn-marking

1. Turn marking (major turns) will be designated by:

. . . one arrow prior to a turn
. . . two arrows signifying the turn
. . . one arrow after the turn

*B. Mileage markers

2. Mileage markers shall be posted every five miles in addition to the checkpoints.

C. General

3. Trail marking will be with ribbon (surveyor's tape) of the nature as to be most visible to the enduro rider and use of solid-color arrows. (Recommendation is to mark with material most visible ia the geographical location and natural growth).

*Change

4. The only markers to be visible to the rider shall be those markers that constitutes part of the enduro course being ridden in the enduro.

5. When laying out the enduro trail, the mileage shall be computed on one speedometer.

6. Enduros must be a minimum of fifty miles in length.

7. MPH averages and mileage at which speed changes will occur shall be posted at headquarters of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

8. Danger markers should be day-glow orange and signified by a large "X" rather than arrows point to point.

*XVIII. TROPHIES:

1. The number of trophies awarded in the enduro event will be determined by the number of entries in each class with a minimum of three trophies in each class for A & B, Sr. Men, 16 & Under; or 10% (up to a maximum of ten) whichever is greater.

2. Trophies shall be presented in the following manner at all circuit events:

    1. Overall A
    2. Overall B
    3. Overall Women's Open
    4. Classes starting with first, second, etc..

3. A class "A" overall winner, a class "B" overall winner, and the Women's overall winner will be presented at the annual awards presentation banquet.

*4. Overall trophies for Class A overall, Class B overall and Women's Open overall shall be presented at each T.S.C. event.

5. Riders who fail to pick their trophies up at an enduro shall have to forward a formal written request and a $5.00 fee to the sponsoring club to have the trophy mailed to them.

*New

MISCELLANEOUS RULES:

1. No proxy votes will be allowed concerning Circuit matters.

2. American Motorcycle Association sanction is not mandatory for circuit enduros.

*3. T.S.C.E.C. enduros shall be held separate and apart from A.M.A. sponsored National events, in order to avoid conflicting rules.

4. Circuit rules will be provided to all affiliated clubs.

**5. The total number of enduros participating in any one season shall be limited to a total of fifteen. (See Section XV, C for clarification of events to be dropped).

6. No enduro dates shall be set prior to the Summer Organization Meeting with the exception of the club hosting the annual Awards Presentation Banquet to be held in conjunction with the first event of the new season. Current circuit clubs shall have preference over new clubs applying for circuit dates.

7. The enduro season is hereby limited to the months beginning with September and ending with May. The summer organizational meeting will be held in June.

8. Enduros may not be scheduled on consecutive weekends by a sponsoring club without the approval of three-fourths majority vote by the Circuit Committee at the summer meeting.

9. The Circuit siren is to be used in the following manner:

   a. Announce rider's meeting
   b. Announce the beginning of the 15-minute protest period prior to the trophy presentations.
   c. Signal five minutes prior to beginning of trophy presentations.
   d. Announce a "called" meeting of club representatives. (signal will be four short blasts of siren)

10. All T.S.C. contestants must wear protective helmet during competition.

11. T.S.C. chairman and Scoring chairman shall be allowed admittance to all areas at a T.S.C. sponsored event.

*New
**Change

1978 - 1979

CONTINGENCIES

HI-POINT ACCESSORIES:

$20 Gift Certificate to Class A Overall Winner (each event)

$20 Gift Certificate to Class B Overall Winner (each event)

$ 5 Gift Certificate to Each Class Winner (each event)

If the Overall Winner is a Sr. Man - both $20 Gift Certificates normally presented to Class A and Class B will be presented to the Sr. Man Overall Winner for the event.

HUSKY OF DALLAS: (John Long, Owner & Operator)

$10 Gift Certificate to Overall A Winner (each event)

$10 Gift Certificate to Overall B Winner (each event)

NOTES

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[illegible]

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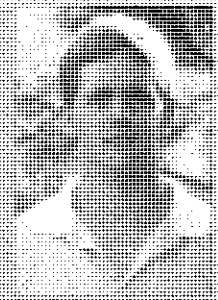
TEXAS MOTORCYCLE ASSOCIATION

1986-87 RULEBOOK

STATE CHAMPION
MEN'S "A"

ZACK ELKINS
LUBBOCK
CAN AM
Age: 22

STATE CHAMPION
MEN'S "B"



JOHNNY JONES
BASTROP
HONDA
Age: 23

STATE CHAMPION
SHORT COURSE

MARK COEETZ
RED ROCK
KTM

STATE CHAMPION
WOMEN

CHRISSA DOUGLAS
BURLESON
YAMAHA
Age: 15

ENDURO

Definition: A contest where speed is not the determining factor and where a timed, mile-per-hour average and schedule has to be maintained through secret checkpoints. It is conducted over little used roads, trails, footpaths, and all other types of terrain (off-road) which can be negotiated by the motorcycle or the muscular energy and strength of the rider. The object is to lose the least number of points based on average mile-per-hour speed and calculated time elapsed between checkpoints.

TEXAS STATE CHAMPIONSHIP

ENDURO CIRCUIT

1986-87

RULEBOOK

Published by the Texas State Championship Enduro Circuit,
2833 Live Oak Lane, Bedford, Texas 76021

1986-87 TSCEC SCHEDULE

August 30 (Saturday)
1985-86 Awards Banquet
Host: Amarillo Track and Trail Sportsriders
Memphis Cotton Boll Enduro

August 31 (Sunday)
Memphis Cotton Boll Enduro

Bill Canady	Tom McKay
1916 Fannin St.	1330 Pharr St.
Amarillo, TX 79109	Amarillo, TX 79106
(806) 373-5754	(806) 352-8424

Sept. 21
Caney Creek National Enduro
Richard Herman, Enduro Chairman
3700 Gramercy
Houston, TX 77025
(713) 666-7050

Oct. 5
Rockne Enduro
River City Enduro Riders
Leo Anderson, Enduro Chairman
11312 Yucca Drive
Austin, TX 78759
(512) 250-8745

Oct. 19
West Texas Boondockers' Enduro
Donnie Evans, Enduro Chairman
5220 88th Street
Lubbock, TX 79434
(806) 794-4714

Nov. 2
Post Enduro
Lloyd Ramsey, Enduro Chairman
4510 63rd Street
Lubbock, TX 79414
(806) 793-1666

Nov. 16
Red River Enduro
Greg Koetter, Enduro Chairman
2802 S. Bandera Street
Wichita Falls, TX 76302
(817) 723-4229

Dec. 2
West Texas 100 Enduro
Jack Henry
4807 Pepperidge
Odessa, TX 79761
(915) 362-3376

Feb. 8
Concho Enduro
Randy Watson, Enduro Chairman
P.O. Box 5611
San Angelo, TX 76902
(915) 653-1873

Feb. 22
Sidewinders Enduro
Vernon Markworth, Enduro Chairman
6314 Cornplanter
San Antonio, TX 78238
(512) 681-3894

Mar. 8
LTR Enduro
Mike Collins
5724 67th Street (Box 1012)
Lubbock, TX 79424
(806) 794-7435

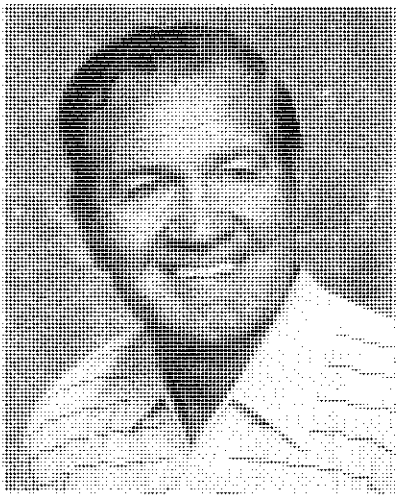
Apr. 5
Thurber Ghost Town Enduro
John A. Gray, Enduro Chairman
1801 Springcreek Pkwy.
Plano, TX 75023
(214) 424-3750

Apr. 19
Cowhouse Enduro
Paul F. Cook
2011 Pleasant Lane
Copperas Cove, TX 76522
(817) 547-9206

May 31
TSCEC Annual Summer Meeting

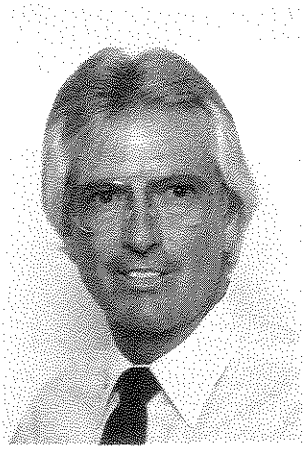
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT RULEBOOK
INDEX

Roy E. Pool
TSCEC CHAIRMAN



2833 Live Oak Lane
Bedford, TX 76021
(817) 540-0094

TSCEC OFFICIAL
REFEREE



Jack Henry
4807 Pepperidge
Odessa, TX 79761
(915) 362-3376

TSCEC OFFICIAL
SCORING CHAIRMAN

Shirley Miles
4301 Parker
Amarillo, TX 79110
(806) 355-2445

TSCEC OFFICIAL
GAS MARSHAL

Carol Webb
3701 Randa Drive
Plano, TX 75074
(214) 424-9857

TEXAS CHAMPIONSHIP ENDURO CIRCUIT
HISTORY

Early 1973: Circuit was formed by Roy Pool in cooperation with various Texas enduro clubs.

1973/74: 10 clubs sponsored enduros: the average number of entries was 200: 250 attended the Awards Banquet which was hosted by the Gulf Coast Trail Riders in Woodville, Texas.
Men's Overall: Charles Bishop (Yamaha), Houston
Women's Overall: Lynett Pool (Yamaha), Euless
100cc-1st: E.W. Bryan; 125cc-1st: Jimmy Hill; 200cc-1st: Milton Wendrock; 250cc-1st: Mike Davis; Open-1st: Roy Pool; Women-1st: Carol Jones.
Best Club: Lubbock Trail Riders, Inc.

1974/75: 13 clubs sponsored enduros: the average number of entries was 350: 400 attended the Awards Banquet hosted by the Odessa Permian Basin Club in Crane.
Men's Overall: Henry Bostick (Penton), Dallas
Women's Overall: Bettye Hayes (Yamaha), Fort Worth
100cc-1st: Jim McCartney; 125cc-1st: Eddie Brasher; 200cc-1st: Milton Wendrock; 250cc-1st: C.A. Roberts; Open-1st: Jack Henry; Women-1st Lynett Pool.
TSC Chairman: Roy Pool
Best Club: Lubbock Trail Riders, Inc.

1975/76: 12 clubs sponsored enduros: the average number of entries was 450. Over 700 attended the Awards Banquet hosted by Troy Taylor and Jimmy Fotjik in Rockne.
Men's Overall: Perry Davis (Penton), Irving
Women's Overall: Lynett Pool (Yamaha), Euless
100cc-1st: Glenn Allison; 125cc-1st: Jerral McDonald; 200cc-1st: Eddie Brasher; 250cc-1st: Mike Bradshaw; Open-1st: Jack Henry; Women-1st: Lynda Brady; Sr. Men-1st: Jack W. Moss, Sr. A trophy and plaque were presented to the **first entrant** into the **Texas Hall of Fame**, Lynett Pool, for winning two overall championships in the TSCEC.
TSC Chairman: Roy Pool
Best Club: Concho Club of San Angelo

1976/77: 12 clubs sponsored enduros: the average number of entries was 550. The Awards Banquet was hosted by the Lubbock Trail Riders in Post, Texas.
State Champion-Men's A: Henry Bostick (Penton), Dallas
State Champion-Men's B: Bruce Rose (Honda), Fort Worth
State Champion-Women: Lynett Pool (Can-Am), Euless
A total of 139 trophies were presented to winners in "A" and "B" classes plus Sr. Men and 16 & Under. A trophy and plaque were presented to Henry Bostick honoring him as the **second entrant** into the **Texas Hall of Fame.**
The TSC Legislative Fund was established for the purpose of voicing our dissatisfaction with unfair land closures or any other act that prohibits the use of land to off-road vehicles. Chairman: Bob Brownlee.
Best Club: Terlingua (Barrick Watts/Glenn Pepper)
TSC Chairman: Roy Pool

1977/78: 11 clubs sponsored enduros: the average number of entries was 550. The Awards Banquet was hosted by the Trail Riders of Houston.
State Champion-Men's A: Don Sanford (Honda), Odessa
State Champion-Men's B: Guy Burkhart (Husky), Houston

State Champion-Women: Laverne Phillips (Suzuki), Abilene
The **Hall of Fame** plaque was presented to Lubbock Trail Riders Club for being chosen twice by TSC riders as the best all-around enduro club in 1973-74 and 1974-75.
TSC Chairman: Roy Pool, TSC Scoring: Lynett Pool, TSC Gas Marshal: Shirley Tate, TSC Legislative: Bob Brownlee.
Brasher Award for "Rookie of the Year": Paul Johnson
Trailblazer Challenge Team Winner: "A" Jack Moss, Eddie Brasher, Glenn Terry, "B" Jim Foster, Coleman, T. Miera.
Best Club: (three-way tie) Fort Hood, Terlingua, Trailblazer (Thurber).

1978/79: 10 clubs sponsored enduros: the average number of entries was 450. The Awards Banquet was hosted by the Fort Hood Dirt Riders in Killeen, Texas.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Andrew Cooksey (Maico), Arlington
State Champion-Women: Phyllis Hayes (Suzuki), Fort Worth
Perry Davis was presented a trophy and plaque recognizing him as the **third member** to be inducted into the **Texas Hall of Fame.**
TSC Chairman: Roy Pool, TSC Scoring: Janeva Tuell, TSC Legislative: Bob Brownlee.
Brasher Award "Rookie of the Year": Greg Odom, Pampa
Trailblazer Challenge Team Winners: "A" Jack Moss, Eddie Brasher, Glenn Terry; "B" B. Blair, K. Watkins, R. Sides
Best Club: Trailriders of Houston "Caney Creek"

1979/80: 13 clubs originally planned to sponsor enduros (San Angelo was cancelled due to land closure); average number of entries: 383. The Awards Banquet was hosted by the Fort Hood Dirt Riders Association for the second year in Killeen, Texas on September 6, 1980.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Ray Don Leatherwood (Suzuki), Childress
State Champion-Women: Linda Engeling (Suzuki), Austin
TSC Chairman: Roy Pool TSC Legislative Chairman: Dave Meers, TSC Scoring Chairman: Linda Rulau
Trailblazer Challenge Team Winners: "A" Bob Mohr, Will Hendrix, Bill Pando; "B" Rich Briggs, Norman Delamar, Jim Brown.
Brasher Award "Rookie of the Year": Bobby Pickard
1979-80 Best Club Award: Fort Worth Trailblazers

1980/81: 14 clubs sponsored enduros: average number of entries was 350. The eighth annual awards banquet was hosted by the Fort Worth Trailblazers on September 5, 1981.
State Champion-Men's A: Perry Davis
State Champion-Men's B: Harold Boyce, Jr.
State Champion-Women: Brenda Pratt and Debra Stowe (tie)
State Champion-C class: Tim Randolph
TSC Chairmen: Roy E. Pool, San Antonio
TSC Legislative Chairman: Dave Meers, Irving
TSC Scoring Chairman: Linda Rulau, Houston
Trailblazers Challenge Team Winners: "A" Bob Mohr, Euless; Will Hendrix, Austin; Leo Anderson, Austin. "B" Dale Little, Fort Worth; Sam Womack, Fort Worth; Charles Campbell, Fort Worth.
Brasher "Rookie of the Year": "Yankee" Bill Hite, Fort Worth, 125 cc A
1980-81 Best Club Award: "Concho Enduro" San Angelo, Texas
Hall of Fame: The Concho Enduro successfully completed two enduros which the top riders of Texas voted as the year's best overall enduro. The first win was for the enduro season of 1975-76. With their second win in 1980-81 Concho became the second club to win this honor.

1981/82: 13 clubs sponsored enduros: average number of entries was 380. The ninth annual awards banquet was hosted by the Amarillo Track & Trail Riders in Memphis on September 4, 1982.
State Champion A: Joe Dixon, Abilene (189 points)
State Champion B: Donnie Westfall, Amarillo (180 points)
State Champion C: Ryan Rodeberg, Dallas (180 points)
Women's State Champion: Debbie Denman, Arlington (187 points)
TSC Chairman: Roy E. Pool, San Antonio
TSC Legislative Chairman: Gretna Hopson, The Colony
Trailblazer Challenge Team Winners: "A" Dixon, Boyce, Bell (139 points); "B" McGraw, Kleam, Kennedy (110 points)
Brasher "Rookie of the Year" Award: Yankee Bill Hite
1981-82 Best Club Award: San Antonio Sidewinders

1982/83: **Tenth Anniversary**—12 clubs sponsored enduros: average number of entries was 372. The tenth anniversary banquet and awards presentation was hosted by the Fort Hood Dirt Riders on September 19, 1983 at the Red Carpet Inn at Killeen.
State Champion A: Zack Elkins, Lubbock
State Champion B: Walter Birchfield, Austin
State Champion C: Jim Snyder, Fort Worth
State Champion Women: Brenda Pratt, Fort Worth
TSC Chairman: Roy Pool, Bedford
TSC Legislative Chairman: Will Hendrix, Austin
TSC Scoring Chairman: Katie Wiggins, Belton
Trailblazer Challenge Team Winners: "A" Bill Hite, Jeff Kring, Charles Cambell; "B" Allen Tuell, Ryan Rodeberg, Sam Womack.
Brasher "Rookie of the Year" Award: Donnie Westfall
1982-83 Best Club Award: San Antonio Sidewinders
The tenth anniversary awards presentation honored Roy Pool as the first rider to be inducted into the **Texas Hall of Fame** for winning a total of six first place class victories. Representatives of the 12 participating enduro clubs voted Roy into the **Hall of Fame** at the tenth annual summer meeting in June, 1983. Roy has never missed a TSCEC enduro in the history of the circuit. Roy won his class in the following seasons: 73-74, 77-78, 78-79, 79-80, 80-81, 82-83.

1983/84: 11 clubs sponsored enduros: average number of entries was 408. The eleventh annual awards banquet was hosted by the Red River Dirt Riders on September 1, 1984 in Muenster, Texas.
State Champion A: Zack Elkins, Lubbock
State Champion B: Steve Klein, Houston
State Champion C: Bob Thompson, McAllen
State Champion Women: Brenda Pratt, Fort Worth
TSC Chairman: Roy E. Pool, Bedford, Texas
TSC Scoring Chairman: Cindy McKee, Belton
TSC Gas Marshal: Paul Cook, Copperas Cove
Trailblazer Challenge Team A: Kenny Otto, Doug Neu, Dwayne Otto.
Trailblazer Challenge Team B: Robert Dregger, Ben Cyhala, Steve Klein.
Brasher "Rookie of the Year" Award: Ryan Rodeberg
1983-84 Best Club Award: Fort Worth Trailblazers
Hall of Fame: Zack Elkins of Lubbock won the state overall championship in 1982-83 and 1983-84 to become the fourth overall winner to enter the **Texas Hall of Fame**. Brenda Pratt of Fort Worth tied for the state championship in 1980-81 and won in 1982-83 and 1983-84 to become the second woman in the history of the TSCEC to enter the **Hall of Fame**.

1984/85: 11 clubs sponsored enduros: average number of entries was 439. The twelfth annual awards banquet was hosted by the Permian Basin Motorcycle Club in Crane, Texas on September 7, 1985 prior to the "West Texas 100" enduro on Sunday, September 8.

State Champion A: Mike Collins, Lubbock (Can-Am)
State Champion B: Woody Allison, Odessa (KTM)
State Champion C: John Jones, Bastrop (Honda)
State Champion Women: Karen Wiggins Gilner, Belton (Husky)
TSC Chairman: Roy E. Pool, Bedford, Texas
TSC Scoring Chairman: Cindy McKee, Belton, Texas
TSC Gas Marshal: Paul Cook, Copperas Cove, Texas
Trailblazer Challenge Team A: Ed Allen, Larry Burleson, Steve Klein
Trailblazer Challenge Team B: Nick Norman, Larry Upchurch, Sam Womack.
Sidewinder Challenge Team C: John Gray, Mike Olson, Don Klinker
Brasher "Rookie of the Year" Award: Dwayne Otto
1984-85 Best Club Award: Lubbock Trail Riders

1985/86: 11 clubs sponsored enduros: average number of entries was 382. The thirteenth annual awards banquet was hosted by the Amarillo Track & Trail Sportsriders in Memphis, Texas on August 30, 1986. The Memphis Cottonboll Enduro followed on August 31, 1986.
State Champion A: Zack Elkins, Lubbock (Can-Am)
State Champion B: Johnny Jones, Bastrop
State Champion C: Mark Goertz, Red Rock (KTM)
State Champion Women: Chrissa Douglas, Burleson (Yamaha)
TSC Chairman: Roy E. Pool, Bedford, Texas
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Gas Marshal: Paul Cook, Copperas Cove, Texas
Trailblazer Challenge Team A: Will Hendrix, James Willet, Roy Pool
Trailblazer Challenge Team B: John Gray, Mike Olson, Kyle Dubberke
Sidewinder Challenge Team C: James Naler, Randy McCool, Greg Frady
Brasher "Rookie of the Year": To be announced.
1985-86 Best Club Award: To be announced.

HISTORY TRIVIA

The following riders were taken from the Top Ten Overall Class "A" riders during each of the last 13 TSCEC seasons:

After 13 years—Top 20 overall "A" Men

Roy Pool	131 pts.
Joe Dixon	124 pts.
Jack Henry	119 pts.
Perry Davis	117 pts.
Henry Bostick	81 pts.
Eddie Brasher	79 pts.
Zack Elkins	78 pts.
Bobby Pickard	76 pts.
Steve Whitworth	68 pts.
Barry Franklin	64 pts.
Donnie Westfall	53 pts.
Mike Collins	52 pts.
Milton Wendrock	50 pts.
Bill Hite	46 pts.
Leo Anderson	44 pts.
Michael Richmond	33 pts.
Carly Bell	31 pts.
Craig Carlisle	31 pts.
Jack Norton	29 pts.
Greg Odom	29 pts.

After 13 years—Top Ten Women

Laverne Phillips	115 pts.
Lynett Pool	110 pts.
Brenda Pratt	107 pts.
Carol Jones	103 pts.
Karen Wiggins	102 pts.
Linda Engeling	89 pts.
Phyllis Hayes	84 pts.
Anita Jones	84 pts.
Rita Rogers	81 pts.
Cherie Wiggins	76 pts.

The following class "A" riders with the most overall and class A wins during the last 13 TSCEC seasons:

Most Overall Wins

Perry Davis	4
Zack Elkins	3
Henry Bostick	2
Joe Dixon	1
Charles Bishop	1
Don Sanford	1
Mike Collins	1

Most Class Wins

Roy Pool	6
Perry Davis	5
Jack Henry	4
Steve Whitworth	4
Milton Wendrock	4
Joe Dixon	4
Zack Elkins	4
Eddie Brasher	3
Leo Anderson	3
Bobby Pickard	3
Ed Allen	3
Jeff Kring	2
Bill Hite	2
Will Hendrix	2
Jack Moss, Sr.	2
Barry Franklin	2
Jerald McDonald	2
Henry Bostick	2

Most Overall Wins—Women

Lynett Pool	3 (Tied for 1)
Brenda Pratt	2 (Tied for 1)
Karen Wiggins	1
Bettye Hayes	1 (Tied for 1)
Linda Engeling	1
Debbie Denman	1
Lynda Brady	1
Laverne Phillips	1
Phyllis Hayes	1
Debra Stowe	1 (Tied for 1)

Most Class Wins—Women

Lynett Pool	5
Brenda Pratt	4
Karen Wiggins	3
Carol Jones	3
Bettye Hayes	2
Phyllis Hayes	2
Linda Engeling	2
Debbie Denman	1
Debra Stowe	1
Laverne Phillips	1
Cherie Wiggins	1

TEXAS HALL OF FAME

The Texas Hall of Fame was established in the 1975-76 season to recognize outstanding achievement and performance for any rider who won two or more overall season championships in either the men's or women's classes. In the first ten years of the TSCEC, there were only three people to be honored as members of this elite club.

Lynett Pool was honored as the first member in the Texas Hall of Fame in 1975-76 with two overall wins: 1973-74 and 1975-76. She tied for the overall in the 1974-75 season and went on to win a third overall in the 1976-77 season. Lynett retired from the circuit in 1977 and formed the first TSC Scoring Committee which is still scoring circuit events today.

The second competitor inducted into the Hall of Fame was Henry Bostick of Dallas. Henry rode a 250 Penton in both his rides to the overall state championship in 1974-75 and 1976-77 in the men's division. Henry retired in 1978.

The third member of the Hall of Fame was Perry Davis of Irving. Perry is the only person in the history of the TSCEC to win four season overall victories: first in 1975-76, and then three straight in 1978-79, 1979-80 and 1980-81. He was inducted into the Hall of Fame after his second win in 1978-79. Perry rode a Penton and a Maico. He retired in 1982.

In the 1977-78 season the first enduro club to be made a member of the Hall of Fame was honored for being selected by the top ten riders in each class as the organizer of the best overall event of the season. The first club inducted was the Lubbock Trail Riders. It was voted winner of the Best Club Award in 1973-74 and 1974-75.

A new honoree was inducted into the Hall of Fame as of the 1982-83 season. A recommendation was made by the Amarillo Track and Trail Riders to recognize any person with five or more first place class titles.

At the tenth anniversary recognition banquet Roy Pool was inducted into the Hall of Fame for winning six first place class titles over the last ten years. Roy's wins were: 1973-74, 1977-78, 1978-79, 1979-80, 1980-81 and 1982-83. Roy is a fierce competitor and loves to compete with "those youngsters."

The fourth men's A rider to enter the Texas Hall of Fame was Zack Elkins of Lubbock. Zack won the Overall A Championship in both the 1982-83 and 1983-84 seasons riding a CanAm in the AA Class.

The second woman to enter the Hall of Fame was Brenda Pratt of Fort Worth. Brenda tied for the Women's Overall in 1980-81. She won the Overall Championship in 1982-83 and riding a Yamaha 200 won again in 1983-84.

The basic guidelines for membership in the Texas Hall of Fame are:

- Two or more Season Overall Championships
- Two or more times to be chosen "Best Enduro" for clubs
- Five or more season first place class titles

Ties do not qualify for meeting Hall of Fame membership requirements.

TEXAS HALL OF FAME

LYNETT POOL (Yamaha 175)
Bedford, Texas
First member of the Hall of Fame for winning two or more overall state championships. She won in 1973-74, 1974-75, 1975-76, 1976-77. Lynett retired in 1977.

HENRY BOSTICK (250 Penton)
Dallas, Texas
Second member of the Hall of Fame, winning the overall state championship in 1974-75 and 1976-77. Henry retired in 1978.

PERRY DAVIS (Penton 250 and Maico Open)
Irving, Texas
Third member of the Hall of Fame and the only man ever to win four overall state championships. Perry won in 1975-76, 1978-79, 1979-80, 1980-81. He retired in 1982.

ROY E. POOL
Bedford, Texas
First rider to be inducted in the Hall of Fame for winning five or more first place class titles: 1973-74 (Open A, Yamaha 360), 1977-78 (200 A, Yamaha 175), 1978-79 (200 A, Yamaha 175), 1979-80 (200 A, Yamaha 175), 1980-81 (200 A, Yamaha 175), 1982-83 (200 A, Yamaha 175).

TEXAS HALL OF FAME

ZACK ELKINS (CanAm 250)
Lubbock, Texas
Fourth member of the Hall of Fame. Zack won the overall state championship in 1982-83, 1983-84 and 1985-86. He qualified and participated in the International Six Days Enduro in Czechoslovakia in 1982, winning a bronze medal.

BRENDA PRATT (Yamaha 200)
Fort Worth, Texas
Fifth member of the Hall of Fame. Brenda tied for the overall women's championship in 1980-81 and won the overall title in 1982-83 and 1983-84.

TSCEC CLUBS IN HALL OF FAME:
(For being voted "Best Club" for two or more years)
LTR: 1973-74, 1974-75, 1985-86
CONCHO: 1975-76, 1980-81;
TRAILBLAZERS (Fort Worth-Dallas): 1979-80, 1983-84
SIDEWINDERS (San Antonio): 1981-82, 1982-83

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

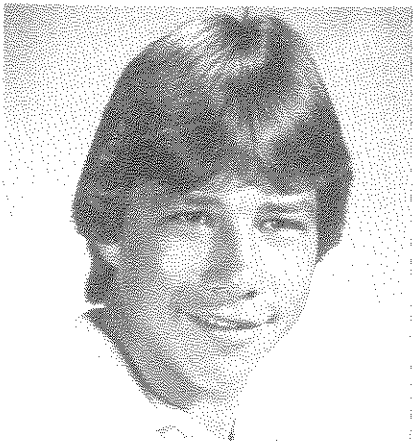
OVERALL 'A'
ZACK ELKINS
LUBBOCK
Can-Am 250
Age: 33

OVERALL 'B'
JOHN JONES
BASTROP
Husky
Age: 23

OVERALL A Name	FINAL Total
1. Zack Elkins	194
2. Barry Franklin	165
3. Todd Harris	151
4. Dean Eversole	132
5. Donnie Westfall	131
6. David Beavers	128
7. M. Richmond	124
8. Walt Birchfield	120
9. James Willett	108
10. Sandy Pinkston	108
11. Eric Neher	99
12. Jeff Vincent	91
13. Gordon Gabert	75
14. Greg Koetter	71
15. Stan Cribbs	67
16. James Kinzler	67
17. Mike Collins	66
18. Steve Klein	58
19. Jack Henry	57
20. Carly Bell	56

OVERALL B Name	FINAL Total
1. John Jones	163
2. Randy Frady	160
3. Larry Heitman	129
4. John Gray	127
5. Stephen Bomar	123
6. Mike Olson	118
7. Randy McCulloch	105
8. Dennis Beavers	95
9. Greg Yoast	83
10. James Bryant	56
11. David Burris	52
12. Mike Case	51
13. Stormy Sims	48
14. Randal Fowler	47
15. Larry Bender	42
16. Kirk Hulslander	41
17. Don Fowler	40
18. Sam Womack	39
19. Kenneth Massey	38
20. K. Dubberke	36

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS



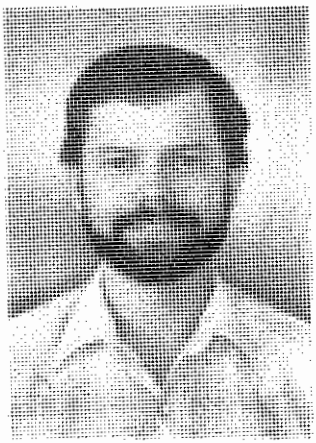
OVERALL 'C'
MARK GOERTZ
RED ROCK
KTM 250
Age: 18

OVERALL WOMEN
CHRISSA DOUGLAS
BURLESON
Yamaha 125YZ
Age: 15

OVERALL C	FINAL
Name	Total
1. Mark Goertz	193
2. Mark Williams	186
3. Randy McCool	139
4. Bryan Otto	136
5. Scott Brumley	126
6. James White	79
7. Kevin Case	73
8. Dennis Smith	66
9. Duane Badgley	59
10. Wes McKnight	58
11. Robert E. Lee	49
12. Gary Losenezy	49
13. John Fowler	49
14. Rick Miller	47
15. Jeffry Braun	42
16. Jay Barton	41
17. Keith Blount	40
18. Corky Hubbard	39
19. Mo Morian	38
20. Mike Braswell	38

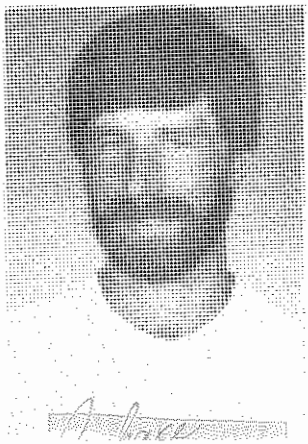
WOMEN OVERALL	FINAL
Name	Total
1. Chrissa Douglas	193
2. Carol Jones	193
3. Debbie Pinkston	146
4. Kelli Merritt	144
5. Beckey Woodell	137
6. Pam Johanson	70
7. Shelly Alewine	58
8. Denise Kelsay	45
9. Bonnie Phillips	44
10. Karen Gelner	40
11. Paula Meties	38
12. Julie O'Connell	36
13. Anita Jones	35
14. Julie Gabert	32
15. Kim Brasher	32
16. Joanne Beard	31
17. Cherie Wiggins	19

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS



'AA'
BARRY FRANKLIN
CROWLEY
KTM
Age: 36

125 'A'
DEAN EVERSOLE
MAGNOLIA
Yamaha
Age: 37



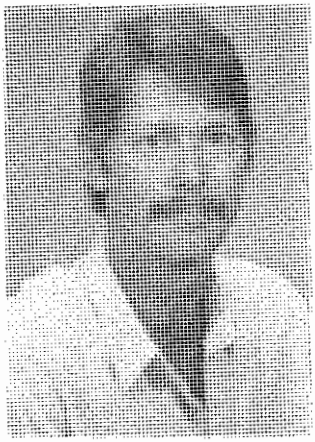
200 'A'
GREG KOETTER
WICHITA FALLS
Yamaha
Age: 29

AA CLASS Name	FINAL Total
1. Barry Franklin	202
2. Jack Henry	189
3. M. Richmond	141
4. Mike Collins	102

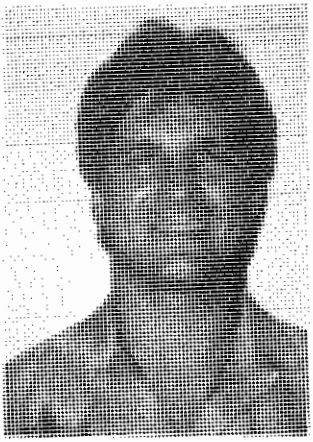
125A CLASS Name	FINAL Total
1. Dean Eversole	194
2. Donnie Westfall	193
3. J. Kinzler	178
4. Steve West	175
5. Rick Hill	161
6. Rich Rollo	124
7. Dave McClendon	112
8. Frank Hinds	78
9. Bob McKnight	78
10. Wade Wagner	73
11. Brad Harris	57
12. Ed Allen	37
13. Joey Hardin	30
14. Mike Swinney	28
15. Phil Thompson	19
16. Todd Snider	17

200A CLASS Name	FINAL Total
1. Greg Koetter	196
2. Sam Morgan	195
3. Howard Jucket	141
4. Mike Terry	20
5. Harold Boyce	20
6. John Laney	20
7. Norm Delamar	19
8. Ricky J. Black	18
9. Randy Reynold	17
10. David Walker	17
11. Ricky Schultz	17
12. D.W. Rogers	15
13. Danny Ford	15
14. Bob Auld	14

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS



250 'A'
JAMES WILLETT
AUSTIN
KTM
Age: 29



OPEN 'A'
DAVID BEAVERS
HOUSTON
Husky
Age: 33

0/40 'A'
SANDY PINKSTON
HOUSTON
Can-Am
Age: 42

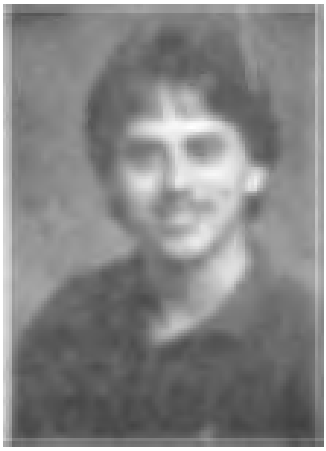
250A CLASS Name	FINAL Total
1. James Willet	175
2. Todd Harris	174
3. Walt Birchfield	165
4. Jeff Vincent	165
5. Eric Neher	128
6. Stan Cribbs	128
7. Larry Burleson	124
8. Tom Stephens	111
9. Leo Anderson	103
10. Steve Klein	86
11. Dan Elkins	79
12. Randy Burleson	79
13. Terry Maxwell	67
14. Joe Dixon	67
15. J.W. Allison	61
16. Paul Moore	56
17. Guy Burkhart	37
18. Jeff Kring	34
19. Douglas Kaiser	32
20. Pete Oldham	29

OPEN A CLASS Name	FINAL Total
1. David Beavers	190
2. Gordon Gabert	179
3. Carly Bell	171
4. Bill Pearson	144
5. Greg Labbe	116
6. Larry Upchurch	95
7. Clint Deeds	84
8. Jack Jennings	80
9. Drew Johnson	77
10. James Martin	59
11. Greg McKee	59
12. Michael Goertz	55
13. Donnie Evans	52
14. B. Patterson	47
15. Jim Little	46
16. Jud Cowley	38
17. Douglas Paley	33
18. Alan Robertson	32
19. Ryan Rodeberg	20
20. Steve Smith	20

OVER 40 A CLASS Name	FINAL Total
1. Sandy Pinkson	198
2. Marlin Decker	185
3. Roy Pool	184
4. Vern Markworth	174
5. Kenny Otto	168
6. Will Hendrix	152
7. Roland Miles	124
8. Gene Cribbs	107
9. Tom McKay	69
10. Brooks Blair	45
11. Kenneth Wilson	44
12. Paul Fredrick	35
13. Eddie Brasher	32
14. George Echols	24
15. Joe Walter	24
16. David Brown	17
17. James Naler	16
18. Jim Krause	15
19. George McMahon	15
20. David Girod	14

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

125 'B'
MIKE OLSON
SAGINAW
Yamaha
Age: 24



200 'B'
RANDY FRADY
FLOWER MOUND
Kawasaki
Age: 23

250 'B'
RANDY McCULLOCH
FORT WORTH
Yamaha
Age: 29

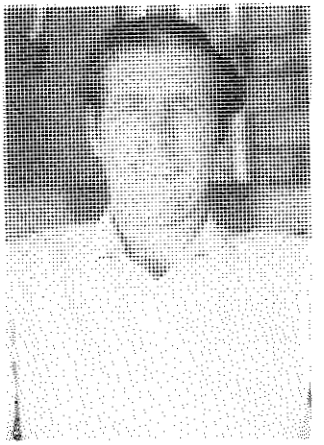
125B CLASS Name	FINAL Total
1. Mike Olson	197
2. Ty Walters	177
3. Mike Case	171
4. Brenda Phifer	152
5. Randal Fowler	136
6. Dee McClendon	123
7. Roger McKnight	99
8. Larry Rousseau	83
9. Don Allan	71
10. Scott Fowler	63
11. Dewayne White	55
13. Scott Taylor	51
14. Steve Bennett	32
15. Randy Adamson	17
16. F. Lee	15
17. Clifton Goertz	15
18. Dennis Revell	15
19. Ronald Roslery	14
20. Tony Mayoral	14

200B CLASS Name	FINAL Total
1. Randy Frady	198
2. John Gray	187
3. Jim Rohn	150
4. Bud Hutchinson	121
5. Frank Ford	117
6. Ray Grupp	114
7. Stormy Sims	94
8. Gary Palmer	83
9. R.A. Whitt	69
10. Kenneth Ross	66
11. John Williams	60
12. Greg Yoast	57
13. Rick Allen	55
14. Larry Rousseau	50
15. Danny Bamber	45
16. Stan Mallard	40
17. David Franklin	39
18. Chris Espinoza	38
19. Tom Revering	36
20. J.D. Cowan	34

250B CLASS Name	FINAL Total
1. Randy McCulloch	168
2. Don Fowler	160
3. Kyle Dubberke	152
4. Robert Chaffin	135
5. Arch Taliaferro	135
6. Lary Bender	130
7. Chester Walker	75
8. John Bryans	71
9. David Jeffries	68
10. Carl Caton	63
11. Rob Kimbrough	61
12. Thomas Howard	58
13. Steve Fox	46
14. Lance Bowers	45
15. Mike Anderson	44
16. Danny Robbins	42
17. Darrel Cimbanin	42
18. Jim Mann	37
19. Jimmy Stuart	36
20. Troy Rogers	36

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

OPEN 'B'
STEVEN BOMAR
LUBBOCK
KTM
Age: 33



0/40 SHORT COURSE
STEVE JONES
PORT NECHES
KTM 350
Age: 41

0/50 SHORT COURSE
JAMES COOKSEY
DALLAS
Kawasaki 200
Age: 53

OPEN B CLASS Name	FINAL Total
1. Steven Bomar	169
2. Larry Heitman	164
3. Dennis Beaver	157
4. James Bryant	137
5. Kirk Hulsland	122
6. Sam Womack	119
7. Greg Blackman	92
8. Dan Cogdell	82
9. Doug White	72
10. Gary Jackson	64
11. Phil Whisman	61
12. David Hazelwo	56
13. Kenneth Masse	54
14. David Burris	50
15. David Reaney	41
16. Kelly Deeds	38
17. Randy Watson	35
18. Barry Akins	34
19. Mike Kimbrough	28
20. Ron Cooper	28

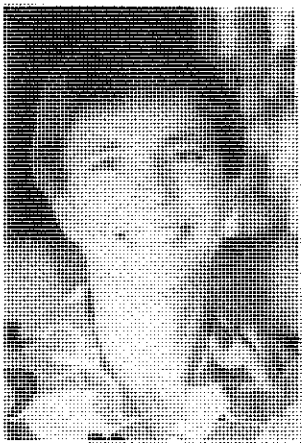
OVER 40 SHORT Name	FINAL Total
1. Steve Jones	183
2. Allen Damron	172
3. James Naier	157
4. Wayne Williams	150
5. Glenn Harvey	133
6. Robert Curry	129
7. Don Bruner	113
8. Clark Morian	109
9. Jim Krause	103
10. Bob Arnett	101
11. Jim Long	94
12. Dwight Chase	79
13. James Gandy	74
14. Jerry Stephens	64
15. Richie Gardner	57
16. Jeff Arms	56
17. Don Klinker	53
18. James Langford	53
19. Dave Meers	48
20. Jimmie Harris	36

OVER 50 CLASS Name	FINAL Total
1. James Cooksey	195
2. Wendy Wendrock	179
3. Ray Rogers	175
4. Charles Greer	154
5. Colt Fowler	139
6. Frank Wendrock	135
7. M. Youngblood	130
8. Troy Taylor	120
9. Don Westfall	110
10. Ray Hooks	89
11. Jimmy Perkins	86
12. Dave Meers	74
13. Deland Phillips	70
14. Jerry Davis	66
15. C. Whitehead	65
16. Walter Johnson	35
17. Billy Peister	33
18. C. Spencer	25
19. Lee McKnight	24
20. Fred Barnes	17

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

WOMEN 'A'
DEBBIE PINKSTON
HOUSTON
Husky 430

WOMEN 'B'
KELLI MERRITT
SAN ANGELO
KTM 250
Age: 28



SR. WOMEN
CAROL JONES
PORT NECHES
KTM 125
Age: 39

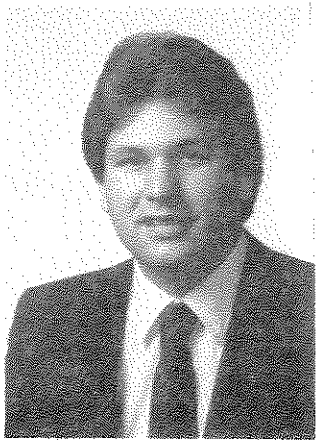
MEN A CLASS	FINAL
ne	Total
ebbie Pinkston	171
am Johnson	91
onnie Phillips	54
aren Geiner	44
nita Jones	39
ilie Gabert	37
nerie Wiggins	20
nris Fish	18
ilene Lalley	18
aula Young	14

WOMEN B CLASS	FINAL
Name	Total
1. Kelli Merritt	199
2. Becky Woodell	191
3. Paul Melies	88
4. Shelly Alewine	73
5. Julie O'Connell	53
6. Kim Brasher	37
7. Joann Beard	37

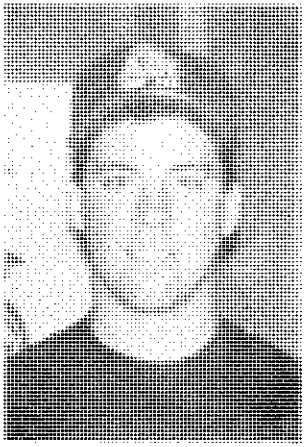
SR WOMEN CLASS	FINAL
Name	Total
1. Carol Jones	210
2. Dennese Kelsay	132
3. Judy Jones	57
4. Rita Rogers	38
5. Peggy Fish	37

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

125 'C'
KEVIN CASE
AMARILLO
Cagiva
Age: 18



200 'C'
RANDY McCOOL
DALLAS
Kawasaki
Age: 23



250 'C'
MARK WILLIAMS
DENVER CITY
Kawasaki
Age: 22

125C CLASS Name	FINAL Total
1. Kevin Case	187
2. Jimmy Jones	186
3. Stan Penneman	172
4. David Madison	119
5. Bill Lusby	107
6. Shawn Rodriguez	85
7. Randy Young	70
8. Frans Deweers	53
9. Dennis Kennedy	52
10. Darrel Warneck	51
11. O. Williamson	50
12. Ron Welsch	48
13. Stephen Larson	42
14. Steve Rathman	41
15. Jason Snell	32
16. Randy Mandrell	32
17. Rick Davidson	30
18. C. Peterson	23
19. Thomas Townsend	22
20. Scott Andersen	21

200 C CLASS Name	FINAL Total
1. Randy McCool	181
2. Bryan Otto	180
3. Scott Brumley	169
4. Duane Badgley	129
5. Greg Frady	118
6. Jeffery Braun	115
7. Jay Barton	110
8. Dennis Smith	104
9. Jim Johnson	95
10. Randy Damron	91
11. John Dudgeon	66
12. Les Born	64
13. Kim Greenman	56
14. Robert E. Lee	55
15. Gary Losonezy	55
16. Thomas Pruski	52
17. Stace Haviland	47
18. Mark Pledger	46
19. Doug McFatridge	45
20. Mark Coffman	42

250C CLASS Name	FINAL Total
1. Mark Williams	203
2. John Fowler	158
3. Robert Torres	155
4. Kenneth Wilson	125
5. Jent Burke	95
6. Donald Henderson	85
7. Jay Shulman	78
8. Carl Metler	77
9. Keith Blount	75
10. R. Funderburg	72
11. Mike Looney	69
12. Dany Strawn	50
13. John Henderson	48
14. James Blair	48
15. Dane Daniel	47
16. Randy Spiker	40
17. Richard Douglas	33
18. Gary Webb	33
19. Anthony White	31
20. Bernie Moore	31

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

OPEN 'C'
JAMES C. WHITE
SAN ANGELO
Honda
Age: 26

16/U SMALL WHEEL
CASS ARNETT
IRVING
Yamaha
Age: 15

16/U LARGE WHEEL
MO MORIAN
PLANO
Yamaha
Age: 16

OPEN C CLASS Name	FINAL Total
1. James White	184
2. Mike Braswell	165
3. John Henry	126
4. Corky Hubbard	103
5. A. Bragewitz	97
6. G. Roberts	97
7. Dennis Ray	90
8. Alvin Klein	88
9. Bruce Lair	74
10. Gary Webb	68
11. Mike Ebarb	67
12. Rick Miller	60
13. John Rhodes	46
14. Charlie Archer	41
15. Dotto Benke	39
16. Roland Smith	39
17. Frank Young	38
18. Gary Hollowell	38
19. Lloyd Torres	36
20. Donald Henderson	35

16/U SMALL WHEEL Name	FINAL Total
1. Cass Arnett	189
2. Wes McKnight	144
3. Robbie Betts	126
4. Aaron Huggins	125
5. Brian Storrie	117
6. Jeff Pearson	84
7. Tate Lair	75
8. Joel Cowdrey	63
9. Joey Houghton	46
10. Brian Hayes	44
11. Bill Hamilton	35
12. Ken Langham	31
13. Scott Hinds	29
14. Mike Lee	20
15. Joe Lyon	19
16. Kirk Jones	18
17. Clifton Nash	18
18. Jeff Babcock	17
19. Travis Reeves	17
20. Matt Cessna	16

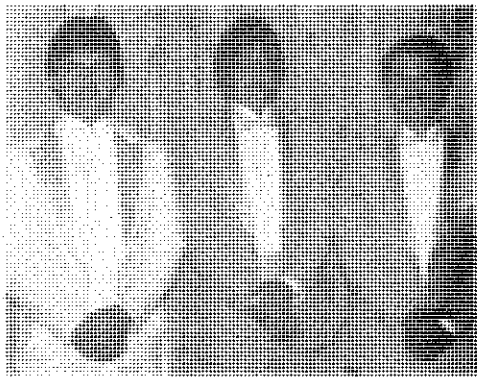
16/U LARGE WHEEL Name	FINAL Total
1. Mo Morian	177
2. Greg Cloer	170
3. Scott Pinkston	158
4. Michael Hasten	155
5. Todd Benson	143
6. Russell Woodell	131
7. Kenny Wesson	107
8. Tod Kelsay	101
9. Dennis Kelsay	98
10. Marc Reed	82
11. Steve Smith	81
12. Brandon Strawn	65
13. Billy Depriest	65
14. Jody Chase	57
15. Marcus Pepper	48
16. Tracy Bezner	36
17. Mickey Krause	34
18. Alex Mills	30
19. Wes Belcher	26
20. Mike Morris	25

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1985-86 SCORING RESULTS

TEAM A

TEAM A Name	FINAL Total
1. Pool, Hendrix, Willett	118
2. Pinkston, Eversole, Klein	80
3. Dixon, West, Bell	76
4. Harris, Morgan, Hinds	76

TEAM B



TEAM B Name	FINAL Total
1. Gray, Olson, Dubberke	156
2. Frady, Howard, Pfifer	40
3. Watson, Ford, Fowler	39
4. Womack, Taliaforro, Stovall	37
5. Jones, Ross, Hulslader	20

TEAM C

TEAM C Name	FINAL Total
1. Naler, McCool, Frady	140
2. Webb, Penneman, Henderson	79
3. Lusby, Lusby, Hamlin	19

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
RULEBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to **develop a system of competitive enduros in Texas** and **for Texas residents only** whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

INTENT

The intent of TSCEC enduros will be to perpetuate enduro riding and develop new enduro riders. This can best be accomplished by proper use of these guidelines and the events being oriented to the average rider, while having a portion of the event to test the championship caliber rider. The rest of the event should give the average rider a moderate challenge. The sponsoring club should keep in mind that rider development and perpetuation are highest when the event is a rewarding challenge and not a frustrating obstacle.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a chairman, a circuit committee consisting of two representatives from each affiliated club, and the affiliated clubs as admitted by the circuit committee. The circuit committee shall meet once annually for the purposes of agenda, rule additions-deletions and/or changes, and to conduct any matter of general business that may be appropriately handled by the committee. A quorum of not less than sixty percent (60%) of the currently affiliated clubs shall be deemed necessary to conduct business. The committee shall be the final authority for the purposes of conducting business.

FINANCIAL

There will be no dues as such for affiliation by a club or organizaton to the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT. The expenses for the operation of the circuit shall be derived from an entry assessment of $3.50 for each entry in each affiliate's enduro and from other donations and contributions that may be realized. All revenue derived from the operation of the circuit shall be expended for the operation of the circuit and there will be no wages, salaries or remuneraton paid to any person for appointed duties. The circuit chairman or his delegate shall provide a complete financial report at the regular annual meeting.

CHAMPIONSHIP RECOGNITION

At the end of each season's circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual Awards Banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations and will be held concurrently with the first enduro scheduled in September of the new season.

LEGISLATIVE COMMITTEE

The 1976-77 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT committee voted unanimously in favor of forming a "Legislative Committee" for the purpose of voicing our dissatisfaction with unfair land closures or any other act that inhibits the use of land to off-road vehicles. The Legislative Committee will consist of one representative from each participating TSC enduro club and a committee chairman. **Each club in the Texas circuit is required to put a space on its entry form for contestant's donation** of one dollar or more per enduro to a Circuit Legislative Fund, to be administered by the Legislative Committee members.

Disbursements should be at the discretion of the Committee and should be used to fight land closures or any other act that may inhibit the use of public or private lands. Such disbursements should not necessarily be limited to areas within the state of Texas, but should rather be used in any area in which Texas riders have an interest. Because swift action might sometimes be required in order to be effective, the Committee should be allowed to act solely at their own discretion and should report any disbursements to all member clubs.

I. CHECKPOINTS

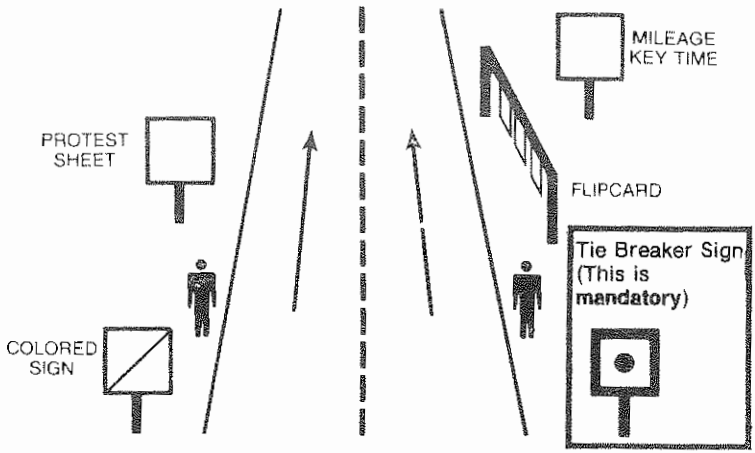
A. General

1. Checkpoints will be positioned such that they occur on whole minutes and whole tenths.

2. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints at the same point and visible at the same time.

3. Two colored signs, minimum of 18" x 18", of identification shall be displayed to designate a visual check or secret timed checkpoint. Checking time shall be taken at instant the rider's wheel has arrived or crossed an imaginary line between the two colored signs at the entrance to the checkpoint lanes. (See example.)

   Green/White—Tie breaker (white background/green border/green circle in center)
   Red/White—Secret
   Yellow—Known control point
   White—Visual



Checkpoint lanes and placement of signs

4. A checkpoint shall **not** be located before there has been a mileage check.

5. The flipcard scoring system will be standard for scoring at all checkpoints and at the starting line of the Circuit enduro.

   a. A rider may not leave the starting line early or prior to his/her assigned starting number.

6. Flipcards at checkpoints shall be situated in such a manner that they will not be visible to the rider until he is in the checkpoint lane.

7. Any rider that reaches the first checkpoint within the hour disqualification time (60 minutes, 59 seconds), will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring. If two riders are tied and are disqualified but one rider goes farther than the other—then he or she will be considered the winner of the tie.

8. A rider shall be timed as having reached a checkpoint at the instant the rider's front wheel has arrived opposite the flag or stops within the view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the above conditions exist.

   a. A rider **and** his motorcycle must proceed through the checkpoint lanes in order to receive a score at said checkpoint.

   b. When a **rider is late approaching a checkpoint**, the rider's **time shall not be taken** until the rider's **front wheel has arrived opposite** the checkpoint flags.

9. The standard scoring for checkpoints shall be:
   ...one point for each minute late
   ...two points for the first minute early
   ...five points for each minute early after the first minute early

10. The host club will furnish a "protest sheet" at each checkpoint and gas stop for the riders' use. If a timed checkpoint is ruled invalid (because of inaccurate mileage or a faulty clock) change the check to an observation check instead of throwing the check out. A rider must have signed the protest sheet at the designated point on the trail (checkpoint or gas stop) where the protest is being contested. If the sheet is not signed at the designated point the protest will **not** be considered or allowed by the host club.

11. The finish line of the enduro shall be established as a known control.

12. Back-up scoring sheets shall be mandatory at all timed **and visual** check-points at TSC events.

B. Separation Factor

1. The separation factor for all TSC enduros will be 2 miles before and 3 miles after any gas stop.

2. Checkpoints shall not be located closer than 3 miles to one another nor the start.

3. A checkpoint shall not be located before there has been a mileage check.

4. A "visual" check may be located at any point on a circuit enduro course.

5. The separation factor shall not apply for "emergency" gas stops.

C. Time-Keeping Devices

1. Time-keeping devices used by the enduro club shall be checked and placed, **while still running**, on display at the club headquarters location at the conclusion of the event where any participant may see them prior to the trophy presentation. Maximum variance from the master clock shall be a three second variance.

2. The standard Time shall be established for setting the master clock by using the "WWV" radio.

II. CIRCUIT POINTS

1. Circuit points earned in one class may not be transferred to any other class.

2. Points toward circuit placement will be accumulated and maintained for Texas residents only.

3. To obtain circuit points, all "FULL" course competitors (A, B, 0/40) must ride the entire course and must finish legally within their one hour timeframe. The Women's A Class must finish the event to receive circuit points. Riders will not receive circuit points if they fail to reach the finish point within their one hour time limit. The Women's B Class must finish the event to receive overall points, but not to receive Class points.

III. CIRCUIT PROTEST COMMITTEE

[1. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will comprise the Protest Committee and will meet and act upon circuit rule infractions, protests by riders to the Circuit and/or other matters that might prove appropriately handled by said group, if necessary. A majority of two-thirds of the Circuit Protest Committee shall be required to disallow a circuit event, and no circuit points will be awarded to riders or club workers.

2. A Protest Referee shall be appointed by the TSC club representatives at each summer meeting:

   The TSC Protest Referee shall be empowered to gather facts, negotiate disputes and/or protests between enduro participants and circuit clubs, and as necessary, to convene the official TSC Circuit Protest Committee at an event to render a final decision (prior to or during the official Protest period).

   All Protests must be presented to the Protest Referee in writing at the event.

3. The Protest Referee shall monitor, evaluate, and respond to each sponsoring club and the TSC Chairman on rule infractions during a TSC sponsored event. The referee shall make appropriate suggestions for improvement.

[4. If the last Protest of a checkpoint is found to be plus or minus .05 miles from the last posted mileage marker, the checkpoint shall be ruled invalid and changed to an observation check. The protesting party, TSC Protest Referee, and the official layout odometer and cycle will go out and recheck mileage on the protested checkpoint prior to any ruling being rendered.

IV. CIRCUIT RIDER FEE

1. The Circuit fee per rider is three dollars and fifty cents per event and is to be included in the club's entry fee amount. The sponsoring club is to act in the interest of the Texas State Enduro Circuit and to collect this fee from each and every entry regardless of class or residence. It is **to be forwarded to the Circuit Chairman within seven days after event is completed,** and will be used to defray Circuit expenses.

V. CLASSES

Classes are as follows:

[1. **LONG COURSE** (A, B):
   0-125
   126-200
   201-250

251-Open
Over 40 (Open)
AA (Open)

[2. **SHORT COURSE:**
0-125 C Class
126-200 C Class
201-250 C CLass
251-Open C Class
Women (A and B-Open)
Over 40 (Open)
Over 50 (Open)
16 and Under (wheel size 16 inches
or smaller—original factory rear wheel size)
16 and Under (wheel size 17 inches
or larger—original factory rear wheel size)

VI. CLASSIFICATION OF RIDERS

[1. AA CLASS:

—The first five overall A riders, at the end of the current season, must advance to the AA class at the beginning of the new season.
—The Overall A riders placing 6th through 10th at the end of the current season may choose to advance to the AA class.
—The maximum number of riders to ride the AA class in any one season shall be ten (10) as described above.
—Qualification to ride this class will be determined on a year-to-year basis as described above.

[2. The mandatory advancement from one class to another is as follows:

—Top 5 riders in each C class will be advanced to the B class at the conclusion of the enduro season.
—Top 5 riders in each B class will be advanced to the A class at the conclusion of the enduro season.

3. A lower class rider may choose to redesignate himself to a higher class (C to B or B to A); however, once he has redesignated upwards or has been advanced at the end of an enduro season, he may not transfer back to the lower class.

[4. Eligibility to ride "Age" classes (16 and Under, Over/40, Over/50) is detemined as of race day of the first event of new season.
—16 and Under riders may compete in the 16 and Under class all the current season provided they were 16 or under as of race day at the first event of current season.
—Over 40 class and Over 50 class riders must be Over 40 and Over 50 as of race day at the first event of the current season; however, riders may transfer to the Over 40 or Over 50 classes after their birthday (no points will transfer).

5. Circuit points will not transfer between classes at any time.

6. Any person wanting to be reclassified to a lower class must write to the Chairman stating his reasons to be reclassified. This letter must be received prior to the start of the current circuit season. The Chairman will review the letter and make a decision to accent or deny and notify the rider. Failure to do so will result in disqualification from the current season for any rider discovered riding a lower class without permission.

7. Riders (A, B, and C classes) shall ride in the engine displacement class for the size motorcycle each rider brings the day of the event. The class in which a motorcycle is entered shall be the manufacturer's original "cc" designation with a maximum over-bore of two millimeters.

[8. Over 40 long course riders are classified as A riders and may compete for A Overall points.

[9. Over 40 short course riders may only compete for class points. No overall points will be kept and the riders will not be eligible to compete for the Overall Short Course trophy due to the fact that riders in this class may have been former A or B expert riders.

10. Women's A class riders may voluntarily advance to Men's B classes.

VII. CLUB AFFILIATIONS

A. New Club Qualifications

1. Any new club wanting to sponsor a circuit enduro will first sponsor a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsorship and with at least a three-fourth (3/4) majority vote of the present circuit members (at the enduro) approval.

B. Club Re-entry Requirements

1. Any club sponsoring an enduro that is withdrawn from the circuit or cancelled for any reason, must be voted on by the Circuit Committee at the summer meeting before re-entry will be permitted in the enduro circuit schedule. The Committee may also request the club to apply for re-entry to the Circuit in the same manner as a "new" club by hosting a trial enduro to show aptness and ability.

2. If, for any reason, the Circuit Chairman, or a member club, has reason to believe that a member club cannot properly perform their obligations to the Circuit to put on a first-class enduro, by presentation of a formal written complaint and investigation by the Circuit Chairman, and two-thirds majority vote of the member clubs, shall have the option to withdraw that club's sanction at any time during the season.

VIII. DISQUALIFICATION

A. Rider disqualification will be at the discretion of the sponsoring club.

1. Foul and abusive language and/or unsportsmanlike conduct at any point at a Circuit event, with two witnesses present of a sponsoring club, will disqualify the rider from that enduro. In addition, the rider will be penalized five (5) TSC points from his accumulated total by the Circuit Chairman.

2. Mufflers will be checked for spark arrestors with a ¼ inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If the rod extends into muffler more than 18 inches, motocycle shall be considered to have no spark arrestor.

3. A strict 5 MPH speed limit will be enforced in the gas stop upon penalty of disqualification for failure to comply.

4. There will be no running motorcycles allowed at or near the riders meeting at risk of disqualification.

5. Any person defaulting on payment of entry fee shall be disqualified from Circuit competition until payment is made good with a time limit of thirty (30) days from the date of the event.

6. There will be no pit racing or unnecessary motorcycle operation:
   ...First offense...warning
   ...Second offense...loss of 10 points for entrant
   ...Third offense...disqualification from event.

7. A rider's starting position number may not be transferred, sold or otherwise given to any other rider at said enduro, either by the rider himself or the host club. If the rider is unable to ride on a given numer, then the number is to be left blank and no other person is to be given that number. Transferring of numbers will be reason enough for disqualification of both riders and loss of circuit points.

8. Any rider that reaches the first checkpoint within the hour disqualification time will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring.

9. Any person seen by two or more persons removing course markings, or cutting fences, shall be permanently disqualified from TSC events.

10. One rider and one motorcycle must compete throughout the entire length of event. No change of rider or cycle will be deemed legal. Result will be disqualification.

11. The scoring card is the rider's responsibility. Mutilated, non-legible or altered cards will not be scored. Loss of the scoring card by a rider after the start of the event will result in automatic disqualification. No substitutions will be allowed.

12. A rider is disqualified if he arrives at a timed checkpoint more than 15:59 minutes early.

IX. MOTORCYCLE LEGALITY

A. Engine Protest

1. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

B. Muffler/Spark Arrestor

1. Contestants' motorcycles will be required to have a spark arrestor and an effective muffler at the start and the finish of the enduro. Sponsoring clubs will be required to check spark arrestor and muffler at least once before, during or after the enduro for compliance. The spark arrestor will be checked with a ¼inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If ¼ inch rod extends into muffler more than 18 inches, motorcycle shall be considered to have no spark arrestor.

2. The TSC recommends that all enduro participants motorcycles be as street-legal as possible to avoid possible difficulties with the law enforcement agencies.

[3. A motorcycle is a vehicle with an engine and two wheels. Only motorcycles are allowed at TSCEC events. No three- or four-wheeled vehicles are allowed.

C. Wheel Size (16 and Under)

1. Class 1: 16'' or smaller (limited to original rear wheel size).

2. Class 2: 17'' or larger (limited to original rear wheel size).
A protest will result in disqualification from the event for the illegal contestant. No circuit points.

X. ENTRY FORMS, FLYERS, ETC.

A. Information

1. Registration times and deadlines will be stated clearly on the sponsoring club's flyer and/or advertising. Deadline for entries shall be the post office postmark date.

2. Flyers on a circuit event must be made available at least six weeks prior to the event.

3. Any person defaulting on payment of entry fee shall be disqualified from circuit competition until payment is made good with a time-limit of thirty (30) days from the date of the event.

4. Mile-per-hour averages, key times, ''free time'', and any mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers shall be posted at their respective points on the course. Mileage reset markers must also be clearly displayed on the course.

5. **All TSC entry forms must contain a space, prominently displayed,** for the **Legislative Fund donation.**

6. All entry forms must specify the total number of gas stops at each TSC event.

7. All TSC entrants must have their riding number clearly displayed on the front of their motorcycle. Numbers must be a minimum of three inches high.

B. Starting Positions

1. There will be no more than six starters per minute at any circuit event.

2. A rider's starting position number may not be transferred, sold or otherwise given to any other rider at said enduro, either by the rider himself or by the host club. If the rider is unable to ride on a given number, then the number is to be left blank and no other person is to be given that number. Transferring of numbers will be reason enough for disqualification of both riders and loss of circuit points.

C. Emergency Vehicle and Medical Personnel

1. An emergency vehicle with qualified medical personnel must be provided by the sponsoring club at each TSC event. **Failure to provide emergency vehicle with qualified medical personnel will result in cancellation of score averaging for persons working the event.** Circuit "protest referee" will monitor and report infractions to TSC chairman.

XI. GAS STOPS

A. General

1. Exact mileage distance to the gas stop(s) shall be announced prior to enduro. Maximum ground mileage between gas stops is 45 miles.

2. The total number of gas stops at each TSC event must be stated on the sponsoring club's entry forms.

3. **All** entrants in a TSCEC event **must** fuel with a **dead engine** and **within** the specified boundaries (of the course) set up for the official gas stop refueling area. Failure to comply may result in disqualification from the event.

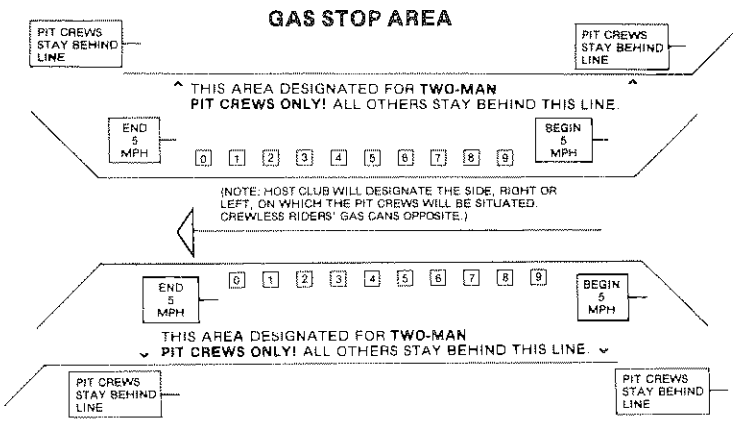
4. No more than two persons (pit crew) will be allowed to cross over into the designated rider refueling area to service an incoming rider. Only two members of a rider's pit crew shall be allowed per motorcycle.

5. At any emergency gas availability point, other than the official designated gas stops, normal gas stop safety rules shall apply (the normal separation factor shall **not** apply in this instance).

[6. A designated gas-stop shall not be re-designated as trail for subsequent mileage in the same event.

B. Gas Stop Controls

1. The TSC Chairman shall appoint an official "Gas Stop Marshal" to work in conjunction with a **club appointed representative** to be in charge of enforcing gas stop rules and regulations at all Circuit events.



2. **Official Appointed TSC Gas Marshal:**
   Carol Webb
   3701 Randa Drive
   Plano, TX
   (214) 424-9857

The TSC Gas Stop Marshal is an appointed official of the TSCEC and is not controlled by the sponsoring club in any way. The Marshal and the club representative, by agreement, shall have authority to disqualify a contestant for disobeying any or all of the pre-announced gas stop rules.

2. A "Protest Sheet" will be provided and must be signed if the disqualified contestant disagrees with TSC Gas Stop Marshal. Any protests over a disqualification will be handled directly through the TSC Chairman and the "Protest Committee" immediately after the enduro. Rule 3, Section VIII, will also apply).

3. Disqualficiation will result in loss of TSC points for event.

4. Strict adherence will be required for the following rules:

   a. ALL ENGINES SHUT-OFF DURING REFUELING.

   b. ABSOLUTELY **NO SMOKING**, EITHER BY CONTESTANTS OR ANY OTHER PERSON IN GAS STOP AREA, AT ANY TIME! NO EXCEPTION! HOST CLUB WILL DESIGNATE AN AREA WELL AWAY FROM REFUELING AREA FOR THE PURPOSE OF SMOKING. TSC MARSHAL WILL HAVE AUTHORITY, BY AGREEMENT OF CLUB APPOINTED MARSHAL, TO DISQUALIFY ANY CONTESTANT OR MEMBER OF PIT CREW VIOLATING THIS RULE.

   c. HOST CLUB SHALL DESIGNATE THE PIT CREW AREA TO BE ON THE SIDE OF THE COURSE, LEFT OR RIGHT, WHICH WILL ELIMINATE ANY REQUIREMENTS FOR ANY PERSON TO CROSS THE COURSE DURING THE TIME THAT CONTESTANTS ARE USING THE GAS STOP.

   d. ALL CONTESTANTS NOT HAVING PIT CREWS WILL HAVE THEIR GAS CANS, PRE-NUMBERED, AND SITUATED ON THE SIDE OPPOSITE PIT CREWS UPON ENTERING THE GAS PIT AREA.

   e. Each contestant's gas can must be numbered with the rider's number. Gas cans will be placed according to the last digit of the rider's number. (Sign example: 0, 1, 2, 3, 4, 5, 6, 7, 8, 9.)

5. SIGNS WILL BE PREPARED BY HOST CLUB TO SIGNIFY:

   a. BEGIN 5 MPH ZONE

   b. END 5 MPH ZONE

6. NO MOTORIZED VEHICLES WILL BE ALLOWED IN OR NEAR THE CONTESTANT'S RE-FUELING AREA. ALL ROADS, TRAILS, ETC. THAT CONTESTANTS WILL BE USING ARE TO BE KEPT CLEAR OF TRAFFIC, OTHER THAN CONTESTANTS, AT ALL TIMES.

7. Club is to provide fire extinguishers and personnel to operate them. A First Aid Kit is also recommended to be available.

XII. KNOWN CONTROLS

1. At the sponsoring club's option, any possible checkpoint position on the course may be designated as a known control. The start and finish line for the short and long course will be a known control. A rider may arrive at a known control up to 15 minutes early without penalty. The sponsoring club

may or may not hold the rider until his scheduled departure time. Riders who disregard a "hold" will be penalized two points for each one minute they leave the known control early.

XIII. MILE-PER-HOUR AVERAGES/SPEED CHANGES

[1. MPH averages, key times, free time, and mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

[2. The sponsoring club shall have the option of changing or lowering speed averages and/or mileage changes, free time, due to inclement weather, up to the start of the Riders' Meeting. Possible **Alternate Schedule** must be posted no later than noon Saturday prior to the day of the event. Original schedule shall be classified as "Schedule A". Possible "Alternate Schedule" shall be classified as "Schedule B".

3. Mileage resets that **retard** the mileage shall not be used at TSC events. Resets cannot reset into checkpoint.

XIV. RIDERS' MEETING

1. There will be no **running** motorcycles allowed at or near the riders' meeting at risk of disqualification.

2. The siren shall be sounded to signify a five-minute warning prior to riders' meeting.

XV. SCORING

A. Scoring system for **all** classes.

1. Circuit scoring will be done in two parts. Points awarded a rider toward overall will not be counted toward class placement nor will points awarded toward class placement be counted toward overall placement. The point system is as follows:

OVERALL (All classes)	Class (All classes)
1st.....20 points	1st.....20 points
2nd.....19 points	2nd.....19 points
3rd.....18 points	3rd.....18 points
4th.....17 points	4th.....17 points
5th.....16 points	5th.....16 points
6th.....15 points	6th.....15 points
7th.....14 points	7th.....14 points
8th.....13 points	8th.....13 points
9th.....12 points	9th.....12 points
10th.....11 points	10th.....11 points
11th.....10 points	11th.....10 points
12th.....9 points	12th.....9 points
13th.....8 points	13th.....8 points
14th.....7 points	14th.....7 points
15th.....6 points	15th.....6 points
16th.....5 points	16th.....5 points
17th.....4 points	17th.....4 points
18th.....3 points	18th.....3 points
19th.....2 points	19th.....2 points
20th.....1 point	20th.....1 point

NOTE: Since this point system will negate the overall winner in the individual enduros from getting class points, (the overall winner does not "place" in any class) for purpose of class placement, the overall winners of the individual enduro will receive 22 points toward final placement.

2. A Class "A" Overall winner, a Class "B" Overall winner, a Women's Overall winner and a Short Course Overall winner will be presented at the annual Awards Banquet.

3. Points toward circuit placement will be accumulated and maintained for Texas residents only.

4. A rider's scorecard must be visible to the rider at all times. Waterproof plastic encapsulated score cards shall be used at all TSCEC events.

5. Enduro results will be posted fifteen (15) minutes prior to the trophy award presentation to allow proper time for protests and/or questions. The results will be final after fifteen minutes have elapsed from the time that the results are posted. All challenges/protests will be determined at the event and will be final.

NOTE: A siren will be sounded to indicate the beginning of the fifteen minute protest time prior to trophy presentation. It will also be sounded five minutes prior to the start of the trophy presentations.

6. Enduro results shall be distributed to the riders of that enduro by the sponsoring club by any appropriate method chosen by that club.

B. Scoring Clarification for Club Members and Others

1. Members or non-members of a club sponsoring an enduro may ride their enduro if such person does not take part in the marking of the enduro trail or perform any other task that would have unfair advantage over any other rider.

2. Any person working a circuit enduro will be granted the opportunity of having their scores averaged at the end of the season if they have scored in 50% of the season's scheduled events. A listing of persons who worked a club event and wish to have their score averaged must be provided to the TSC Chairman within two weeks after conclusion of their event.

   A rider's average score will be figured based on his or her top three scores in the class for which the average counts for the season.

3. Averaging Multiple Events: for clubs sponsoring multiple events during the same season:

   —First average shall be based on the best three finishes in the first half of season (September through December).
   —Second average shall be based on the best three finishes in the second half of the season (January through May).

4. TSC Chairman will be allowed to have his score averaged at the end of the season based on the on-going work done throughout the year to maintain scores, etc. The chairman will designate the event to be averaged prior to the start of the season. Chairman's score will not be counted toward "circuit placement" if he rides the pre-designated enduro; however, he may compete for a trophy only at the event.

C. Total Number of Enduros to Be Counted in a Season

1. The total number of enduros that will be counted toward each TSC participant in a season shall be as follows:

Total # Events	To Be Dropped	To Be Counted
1	0	1
2	0	2
3	0	3
4	0	4
5	1	4
6	1	5
7	1	6
8	2	6
9	2	7
10	2	8
11	2	9
12	3	9
13	3	10
14	3	11
15	3	12

D. Standardized Scoring Procedure

1. CONTESTANTS WILL PRESENT THEIR SCORE CARDS TO SCORING COMMITTEE MEMBERS IN A PRE-DETERMINED AREA IMMEDIATELY UPON COMPLETION OF THEIR LAST CHECKPOINT.

2. COMMITTEE MEMBER WILL SCORE CARD AND OBTAIN RIDER'S SIGNATURE UPON CONCURRENCE OF HIS OR HER SCORE.

3. IF A PROTEST IS LODGED ON A CHECKPOINT, GAS STOP DISQUALIFICATION, ETC., THE CARD WILL BE FIGURED AND SCORED "AS IS" UNTIL PROTEST DECISION IS FINALIZED BY HOST CLUB OR CIRCUIT PROTEST COMMITTEE. CARD WILL BE RE-EVALUATED SHOULD THE PROTEST BE ALLOWED IN CONTESTANT'S FAVOR.

4. THE CARD WILL THEN BE GIVEN TO A THIRD COMMITTEE MEMBER AND POSTED ON POSTER BOARD IN PROPER CLASS AND WILL BE DISPLAYED IN SUCH A MANNER SO THAT SPECTATORS AND CONTESTANTS WILL BE ABLE TO VIEW RESULTS IMMEDIATELY UPON COMPLETION OF SCORING BY COMMITTEE.

5. UPON FINAL POSTING OF ALL CONTESTANTS' SCORE CARDS. A 15-MINUTE PROTEST PERIOD WILL BEGIN AND WILL BE SIGNIFIED BY A SIREN.

6. AFTER 10 MINUTES OF THE 15-MINUTE PERIOD HAVE ELAPSED, AND ALL PROTESTS AND/OR QUESTIONS HAVE BEEN RESOLVED, THE SIREN WILL BE SOUNDED TO ANNOUNCE THE TROPHY PRESENTATIONS TO BEGIN WITHIN 5 MINUTES.

A Central Scoring Committee will be appointed for the purpose of handling scoring at TSC events for member clubs. Upon written request to the Committee Chairman at least one month prior to their event, the scoring committee will handle the scoring at the enduro. The committee shall consist of a Chairman and suitable number of committee members as deemed by the scoring chairman to administer the scoring of all contestants at said TSC event.

TSC appointed Scoring Chairman for 1986-87 season:
Shirley Miles
4301 Parker
Amarillo, Texas 79110
(806) 355-2445

XVI. TIES

1. TSC clubs must provide a minimum of three lanes at the tie-breaker checkpoint.

A. Tie-Breaker

1. Definition: The same as a secret check, except that minutes and seconds or hundredths of a minute are recorded and used for breaking ties.

A minimum of two tie-breaker checks must be used for the purpose of breaking tied scores for short course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a riders' due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

A minimum of two tiebreaker checks must be used for the purpose of breaking tied scores for long course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a rider's due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

2. If a tie exists for overall at close of the enduro circuit season, these ties will be broken in the following manner:
   Highest overall placement (if in top 20)
   Total number of overall wins
   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   Total number of fourth place wins
   Total number of fifth place wins
   etc.

3. If a tie exists for class at close of the enduro circuit season, these ties will be broken in the following manner:
   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   etc.

If a tie still exists, for class placement, then tie will be broken by determining which rider has the highest overall placement (if in top 20) followed by determining which rider has the highest number of overall wins.

If the tie **still** exists after these two methods—then two trophies will be presented for one place.

Example: Two riders in same class tie for third place, if tie cannot be broken in the previously mentioned method, then two trophies for third place will be presented to the co-winners and no fourth place trophy will be presented. This method will be used for overall, 1st place and all class placements.

4. If two riders are tied for total points lost and both are disqualified (houred out) but one rider goes farther in distance than the other—then he or she will be considered the winner of the tie.

XVII. TRAIL MARKING

A. Turn-marking

1. Turn marking (major turns) will be designated by:
   ...one arrow prior to a turn
   ...two arrows signifying the turn
   ...one arrow after the turn

B. Mileage markers

1. Mileage markers shall be posted at least every 5 miles and every multiple of 5 miles. The sign shall have lettering of at least 8 inches placed on a 12 inch background.

C. General

1. Trail marking will be with ribbon (surveyor's tape) of the nature as to be most visible to the enduro rider and with solid-color arrows. (Recommendation is to mark with material most visible in the geographical location and natural growth).

2. The only markers to be visible to the rider shall be those markers that constitute part of the enduro course being ridden in the enduro.

3. When laying out the enduro trail, the mileage shall be computed on one speedometer.

4. Enduros must be a minimum of fifty actual ground miles in length.

   a. All TSC events will be no less than 50 course miles for short course riders, including resets.

5. MPH averages, key times, and mileage at which speed changes will occur shall be posted at headquarters of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

6. **Danger markers** shall be placed well in advance of actual danger to alert riders. Markers shall be day-glow orange and signified by a large "X".

7. A distinctive danger marking for road crossings shall be posted before any road which is not personally controlled during the event by a club representative.

XVIII. AWARDS

1. The number of trophies awarded in the enduro event will be determined by the number of entries in each class with a minimum of three trophies in each class for AA, A, B & C, Sr. Men, 16 & Under; or 10% (up to a maximum of ten) whichever is greater.

[2. Overall trophies shall be presented at all circuit events and at the end of the circuit season as follows:
   Overall "A" Men (includes over 40 long)
   Overall "B" Men
   Overall Women
   Overall C—Short Course Riders (includes 16 & Under, over/50)

3. Riders who fail to pick their trophies up at an enduro shall have to forward a formal written request and a $5.00 fee to the sponsoring club to have the trophy mailed.

4. The Overall "A" State Championship Winner will receive a helmet with his name and the year of his championship painted on it to designate the Overall Winner.

5. The total number of TSC State trophies to be presented at the annual Awards Banquet will be decided based on the number of class riders that entered/competed/scored in a minimum of 30% of scheduled TSC events (rounded up):

Finishers	Trophies	Finishers	Trophies	Finishers	Trophies	Finishers	Trophies
20	10	15	7	10	5	5	3
19	9	14	7	9	4	4	3
18	9	13	6	8	4	3	3
17	8	12	6	7	3	2	2
16	8	11	5	6	3	1	1

MISCELLANEOUS RULES

1. No proxy votes will be allowed concerning Circuit matters.

2. TSCEC enduros may be held concurrently with AMA sponsored events.

3. Circuit rules will be provided to all affiliated clubs.

4. The total number of enduros participating in any one season shall be limited to a total of fifteen. (See Section XV, C for clarification of events to be dropped).

5. No enduro dates shall be set prior to the Summer Organization Meeting with the exception of the club hosting the annual Awards Presentation Banquet to be held in conjunction with the first event of the new season. Current circuit clubs shall have preference over new clubs applying for circuit dates.

6. The enduro season is hereby limited to the months beginning with September and ending with May. The summer organizational meeting will be held in June.

7. Enduros may not be scheduled on consecutive weekends by a sponsoring club without the approval of three-fourths majority vote by the Circuit Committee at the summer meeting.

8. A siren may be used in the following manner:

   a. Announce rider's meeting.
   b. Announce the beginning of the 15-minute protest period prior to the trophy presentations.
   c. Signal five minutes prior to beginning of trophy presentations.
   d. Announce a "called" meeting of club representatives.
   (Signal will be four short blasts of siren.)

9. All TSC contestants must wear protective helmet during competition.

10. TSC Chairman and Scoring Chairman shall be allowed admittance to all areas at a TSC sponsored event.

11. All TSC sponsored enduros will be operated by the Texas State Championship rulebook exclusively.

TWO DAY ENDURO

A. One event per season

1. One event per season, at the option of a sponsoring club and decided upon at the annual summer meeting, may sponsor a two day enduro.

2. Riders and workers will receve points for each day as follows:

   Saturday—will receive half-points
   Sunday—will receive full-points

   This will enable a rider the option to ride both days or only one day and still be eligible to receive a portion of points.

3. Event must be at least 150 ground miles in length over the two-day period. Event may start after 1:00 p.m. on Saturday with Sunday being the second day.

[—indicates changes from 1985-86 rules.

TEXAS STATE CHAMPIONSHIP
ENDURO CIRCUIT
2833 Live Oak Lane
Bedford, Texas 76021

Bulk Rate
U.S. Postage
PAID
Permit 22
ALEDO, TEXAS

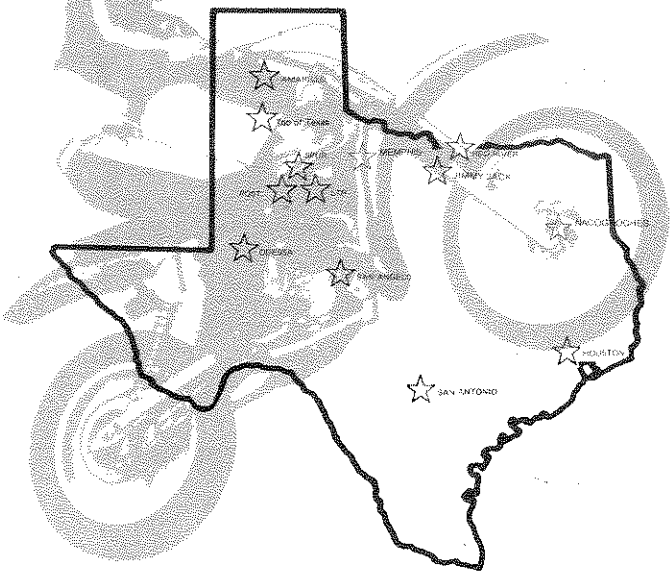
Roger C. Pattison
PO Box 170
Farwell TX 79325

A - Memphis
20 - Boondockers
3 - Post

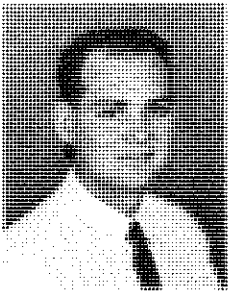
1991-92
RULEBOOK

19th YEAR OF THE TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR THE TEXAS ENDURO RIDERS
BY TEXAS ENDURO RIDERS"



STATE CHAMPION MEN'S "A"

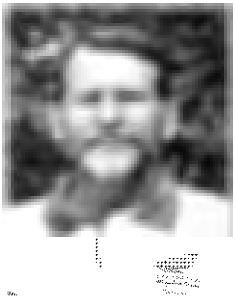


TODD HARRIS
ODESSA

STATE CHAMPION MEN'S "B"

RICK MARBURGER
DALLAS

STATE CHAMPION SHORT COURSE



STAN SIMPSON
SAN ANTONIO

STATE CHAMPION WOMEN

BONNIE PHILLIPS
CYPRESS

19th CONSECUTIVE SEASON
1991-92 TSCEC ENDURO SCHEDULE

Aug. 31 — 18th Annual Awards Banquet
Host: Fort Worth Trailblazers

Sept. 1 — Jimmy Jack Enduro
Stan Penneman
6120 McCullar Rd.
Haltom City, TX 76117
(817) 831-2028

Sept. 22 — Houston Caney Creek Enduro
P. O. Box 270242
Houston, TX 77277
Ed Keeley (713) 568-2623

Sept. 29 — Memphis Cottonboll Enduro
P.O. Box 9251
Amarillo, TX 79105
Jody Coker (806) 374-3213

Oct. 20 (Sat.) — Post Enduro
702 N. Atkins
Brownfield, TX 79316
Steve Collins (806) 637-2972

Oct. 21 (Sun.) — Post Enduro
702 N. Atkins
Brownfield, TX 79316
Steve Collins (806) 637-2972

Nov. 3 — Red River Enduro
2209 Alice
Wichita Falls, TX 76303
Phillip Hoepfner (817) 723-0561

Nov. 17 — Boondocker Enduro
3009 67th
Lubbock, TX 79410
Tommy Simmons (806) 799-0341

Dec. 7 (Sat.) — LTR Enduro
P.O. Box 1012
Lubbock, TX 79408
David Nix (806) 797-9049

Dec. 7 (Sun.) — LTR Enduro
P.O. Box 1012
Lubbock, TX 79408
David Nix (806) 797-9049

Feb. 23 — Sidewinders Enduro
6314 Cornplanter
San Antonio, TX 78238
Vernon Markworth (512) 681-3894

Mar. 8 — PBMA Dirt Riders Enduro
4253 Redbud
Odessa, TX 79762
Phil McDaniel (915) 367-9601

Mar. 22 — Concho Enduro
1201 E. 12th
Sweetwater, TX 79556
David Wyatt (915) 235-2877

Apr. 5 — Cycleland Enduro
1329 University Drive
Nacogdoches, TX 75961
Bob McKnight (409) 564-1619

TEXAS STATE CHAMPIONSHIP

ENDURO CIRCUIT

1991-92 OFFICIAL RULEBOOK

ENDURO

Definition: A contest where speed is not the determining factor and where a timed, mile-per-hour average and schedule has to be maintained through secret checkpoints. It is conducted over little used roads, trails, foot-paths, and all other types of terrain (off-road) which can be negotiated by the motorcycle or the muscular energy and strength of the rider. The object is to lose the least number of points based on average mile-per-hour speed and calculated time elapsed between checkpoints.

Published by the Texas State Championship Enduro Circuit,
2833 Live Oak Lane, Bedford, Texas 76021

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT RULEBOOK
INDEX

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
ORGANIZED IN 1973

Roy E. Pool
TSCEC CHAIRMAN
AND ORGANIZER

2833 Live Oak Lane
Bedford, TX 76021
(817) 540-0094

"ORGANIZED FOR TEXAS ENDURO RIDERS...
BY TEXAS ENDURO RIDERS"

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
RULEBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to **develop a system of competitive enduros in Texas** and **for Texas residents only** whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

INTENT

The intent of TSCEC enduros will be to perpetuate enduro riding and develop new enduro riders. This can best be accomplished by proper use of these guidelines and the events being oriented to the average rider, while having a portion of the event to test the championship caliber rider. The rest of the event should give the average rider a moderate challenge. The sponsoring club should keep in mind that rider development and perpetuation are highest when the event is a rewarding challenge and not a frustrating obstacle.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a Chairman, a Circuit Committee consisting of two representatives from each affiliated club, and the affiliated clubs as admitted by the Circuit Committee. The Circuit Committee shall meet every two years, or as needed, for the purpose of agenda, rule additions, deletion and/or changes, and to conduct any matter of general business that may be appropriately handled by the Committee. A quorum of not less than sixty percent of the currently affiliated clubs shall be deemed necessary toconduct business. The Committee shall be the final authority for the purpose of conducting business.

FINANCIAL

The operational expenses of the TSCEC shall be derived from the Texas enduro riders through an entry assessment of $3.50 per rider in each affiliate enduro. All revenue contributed by the enduro riders through the entry assessment shall be used for the operation of the Circuit. Affiliated enduro clubs are not responsible to contribute any monies to the TSCEC for the purpose of the TSCEC operational expenses. The Circuit Chairman or his appointed delegate shall provide a financial report to the affiliated clubs at the Circuit Committee meeting.

CHAMPIONSHIP RECOGNITION

At the end of each season's circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual Awards Banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations and will be held concurrently with the first enduro scheduled in September of the new season.

LEGISLATIVE FUND:

The 1976-77 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT committee voted unanimously in favor of forming a "Legislative Committee" for the purpose of voicing our dissatisfaction with unfair land closures or any other act that inhibits the use of land to off-road vehicles. The Legislative Committee will consist of one representative from each participating TSC enduro club and a committee chairman. **Each club in the Texas circuit is required to put a space on its entry form for contestant's donation** of one dollar or more per enduro to a Circuit Legislative Fund, to be administered by the Legislative Committee members.

Disbursements should be at the discretion of the Committee and should be used to fight land closures or any other act that may inhibit the use of public or private lands. Such disbursements should not necessarily be limited to areas within the state of Texas, but should rather be used in any area in which Texas riders have an interest. Because swift action might sometimes be required in order to be effective, the Chairman should be allowed to act solely at his discretion and should report any disbursements to all member clubs.

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TSC Scoring: Lynett Pool, TSC Gas Marshal: Shirley Tate, TSC Legislative: Bob Brownlee.
Brasher Award for "Rookie of the Year": Paul Johnson
Trailblazer Challenge Team Winner: "A" Jack Moss, Eddie Brasher, Glenn Terry, "B" Jim Foster, Coleman, T. Miera.
Best Club: (three-way tie) Fort Hood, Terlingua, Trailblazer (Thurber).

1978/79: 6th year — 10 clubs sponsored enduros: the average number of entries was 450. The Awards Banquet was hosted by the Fort Hood Dirt Riders in Kileen, Texas.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Andrew Cooksey (Maico), Arlington
State Champion-Women: Phyllis Hayes (Suzuki), Fort Worth
Perry Davis was presented a trophy and plaque recognizing him as the third member to be inducted into the **Texas Hall of Fame.**
TSC Chairman: Roy Pool, Euless.
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
TSC Scoring: Janeva Tuell, TSC Legislative: Bob Brownlee.
Brasher Award "Rookie of the Year": Greg Odom, Pampa
Trailblazer Challenge Team Winners: "A" Jack Moss, Eddie Brasher, Glenn Terry; "B" B. Blair, K. Watkins, R. Sides
Best Club: Trailriders of Houston "Caney Creek"

1979/80: 7th year — 13 clubs originally planned to sponsor enduros (San Angelo was cancelled due to land closure); average number of entries: 383. The Awards Banquet was hosted by the Fort Hood Dirt Riders Association for the second year in Killeen, Texas on September 6, 1980.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Ray Don Leatherwood (Suzuki), Childress
State Champion-Women: Linda Engeling (Suzuki), Austin
TSC Chairman: Roy Pool, Euless.
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
TSC Legislative Chairman: Dave Meers, TSC Scoring Chairman: Linda Rulau
Trailblazer Challenge Team Winners: "A" Bob Mohr, Will Hendrix, Bill Pando; "B" Rich Briggs, Norman Delamar, Jim Brown.
Brasher Award "Rookie of the Year": Bobby Pickard
1979-80 Best Club Award: Fort Worth Trailblazers

1980/81: 8th year — 14 clubs sponsored enduros: average number of entries was 350. The eighth annual awards banquet was hosted by the Fort Worth Trailblazers on September 5, 1981.
State Champion-Men's A: Perry Davis
State Champion-Men's B: Harold Boyce, Jr.
State Champion-Women: Brenda Pratt and Debra Stowe (tie)
State Champion-C class: Tim Randolph
TSC Chairman: Roy E. Pool, San Antonio
TSC Legislative Chairman: Dave Meers, Irving
TSC Scoring Chairman: Linda Rulau, Houston
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
Trailblazers Challenge Team Winners: "A" Bob Mohr, Euless; Will Hendrix, Austin; Leo Anderson, Austin. "B" Dale Little, Fort Worth; Sam Womack, Fort Worth; Charles Campbell, Fort Worth.
Brasher "Rookie of the Year": Harold Boyce Jr.
1980-81 Best Club Award: "Concho Enduro" San Angelo, Texas
Hall of Fame: The Concho Enduro successfully completed two enduros which the top riders of Texas voted as the year's best overall enduro. The first win was for the enduro season of 1976-76. With their second win in 1980-81 Concho became the second club to win this honor.

1981/82 9th year — 13 clubs sponsored enduros: average number of entries was 380. The ninth annual awards banquet was hosted by the Amarillo Track & Trail Riders in Memphis on September 4, 1982.
State Champion A: Joe Dixon, Abilene (189 points)
State Champion B: Donnie Westfall, Amarillo (180 points)
State Champion C: Ryan Rodeberg, Dallas (180 points)
Women's State Champion: Debbie Denman, Arlington (187 points)

TSC Chairman: Roy E. Pool, San Antonio
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
TSC Legislative Chairman: Gretna Hopson, The Colony
Trailblazer Challenge Team Winners: "A" Dixon, Boyce, Bell (139 points); "B" McGraw, Kleam, Kennedy (110 points)
Brasher "Rookie of the Year" Award: Yankee Bill Hite
1981-82 Best Club Award: San Antonio Sidewinders

1982/83: 10th year **Tenth Anniversary** — 12 clubs sponsored enduros: average number of entries was 372. The tenth anniversary banquet and awards presentation was hosted by the Fort Hood Dirt Riders on September 19, 1983 at the Red Carpet Inn at Killeen.
State Champion A: Zack Elkins, Lubbock
State Champion B: Walter Birchfield, Austin
State Champion C: Jim Snyder, Fort Worth
State Champion Women: Brenda Pratt, Fort Worth
TSC Chairman: Roy Pool, Bedford
TSC Legislative Chairman: Will Hendrix, Austin
TSC Scoring Chairman: Katie Wiggins, Belton
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
Trailblazer Challenge Team Winners: "A" Bill Hite, Jeff Kring, Charles Cambell; "B" Allen Tuell, Ryan Rodeberg, Sam Womack.
Brasher "Rookie of the Year" Award: Donnie Westfall
1982-83 Best Club Award: San Antonio Sidewinders
The tenth anniversary awards presentation honored Roy Pool as the first rider to be inducted into the **Texas Hall of Fame** for winning a total of six first place class victories. Representatives of the 12 participating enduro clubs voted Roy into the **Hall of Fame** at the tenth annual summer meeting in June, 1983. Roy has never missed a TSCEC enduro in the history of the circuit. Roy won his class in the following seasons: 73-74, 77-78, 78-79, 79-80, 80-81, 82-83.

1983/84: 11th year 11 clubs sponsored enduros: average number of entries was 408. The eleventh annual awards banquet was hosted by the Red River Dirt Riders on September 1, 1984 in Muenster, Texas.
State Champion A: Zack Elkins, Lubbock
State Champion B: Steve Klein, Houston
State Champion C: Bob Thompson, McAllen
State Champion Women: Brenda Pratt, Fort Worth
TSC Chairman: Roy E. Pool, Bedford
TSC Scoring Chairman: Cindy McKee, Belton
TSC Gas Marshal: Paul Cook, Copperas Cove
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
Trailblazer Challenge Team A: Kenny Otto, Doug Neu, Dwayne Otto. Trailblazer Challenge Team B: Robert Dregger, Ben Cyhala, Steve Klein.
Brasher "Rookie of the Year" Award: Ryan Rodeberg
1983-84 Best Club Award: Fort Worth Trailblazers
Hall of Fame: Zack Elkins of Lubbock won the state overall championship in 1982-83 and 1983-84 to become the fourth overall winner to enter the **Texas Hall of Fame.** Brenda Pratt of Fort Worth tied for the state championship in 1980-81 and won in 1982-83 and 1983-84 to become the second woman in the history of the TSCEC to enter the **Hall of Fame.**

1984/85: 12th year 11 clubs sponsored enduros: average number of entries was 439. The twelth annual awards banquet was hosted by the Permian Basin Motorcycle Club in Crane, Texas on September 7, 1985 prior to the "West Texas 100" enduro on Sunday, Sept. 8.
State Champion A: Mike Collins, Lubbock (Can-Am)
State Champion B: Woody Allison, Odessa (KTM)
State Champion C: John Jones, Bastrop (Honda)
State Champion Women: Karen Wiggins, Gilner, Belton (Husky)
TSC Chairman: Roy E. Pool, Bedford
TSC Scoring Chairman: Cindy McKee, Belton
TSC Gas Marshal: Paul Cook, Copperas Cove
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
Trailblazer Challenge Team A: Ed Allen, Larry Burleson, Steve Klein

Trailblazer Challenge Team B: Nick Norman, Larry Upchurch, Sam Womack.
Sidewinder Challenge Team C: John Gray, Mike Olson, Don Klinker
Brasher "Rookie of the Year" Award: Michael Richmond.
1984-85 Best Club Award: Lubbock Trail Riders

1985/86: 13th year — 11 clubs sponsored enduros: average number of entries was 382. The thirteenth annual awards banquet was hosted by the Amarillo Track & Trail Sportsriders in Memphis, Texas on August 30, 1986. The Memphis Cottonboll Enduro followed on August 31, 1986.
State Champion A: Zack Elkins, Lubbock (Can-Am)
State Champion B: Johnny Jones, Bastrop
State Champion C: Mark Goertz, Red Rock (KTM)
State Champion Women: Chrissa Douglas, Burleson (Yamaha)
TSC Chairman: Roy E. Pool, Bedford
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
Trailblazer Challenge Team A: Will Hendrix, James Willet, Roy Pool
Trailblazer Challenge Team B: John Gray, Mike Olson, Kyle Dubberke
Sidewinder Challenge Team C: James Naler, Randy McCool, Greg Frady
Brasher "Rookie of the Year": Todd Harris.
1985-86 Best Club Award: Red River Enduro Club.

1986/87: 14th year — 12 clubs sponsored enduros: average number of entries 365. The fourteenth annual awards banquet was hosted by the River City Enduro Riders at Rockne, Texas on September 12. The Rockne Enduro followed on Sunday, Sept. 13.
State Champion A: Michael Richmond, Euless (KDX)
State Champion B: Brian Otto, Gainsville (KDX)
State Champion C: Mike Looney, Rowlett (Honda)
State Champion Women: Chrissa Douglas, Burleson (Yamaha)
TSC Champion: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Referee: Jack Henry, Odessa
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Gas Marshal: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Will Hendrix, Roy Pool, James Willett
Trailblazer Challenge Team C: Jimmy Jones, Milton Wendrock, Darrell Warneck
Brasher "Rookie of the Year": John Jones.
1986-87 Best Club: To be announced.
Hall of Fame inductees: Milton Wendrock, Jack Henry, Chrissa Douglas.

1987/88: 15th year — 13 clubs sponsored enduors: average number of entries 307. The 15th annual awards banquet was hosted by the Sidewinders Enduro Club of San Antonio at String Prairie, on August 27th.
State Champion A: Michael Richmond, Euless
State Champion B: Mike Wilson, Borger
State Champion C: Larry Crane, Garland
State Champion Women: Carol Jones, Port Neches
TSC Chairman: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Referee: Will Hendrix, Austin
TSC Scoring Chairman: Shirley Mills, Amarillo
TSC Gas Marshall: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Greg Koetter, Larry Rousseau, William Pearson
Trailblazer Challenge Team B: Darrell Waneck, Frank Wendrock, Jr., Thomas Townsend
San Antonio Challenge Team C: James Naler, Dave Meers, Don Bruner
Hall of Fame Michael Richmond (2 overall wins), Carol Jones (5 class wins)
1987-88 Best Club: Red River Enduro Club
Brasher "Rookie" of the Year: Brian Otto

1988/89: 16th year — 15 clubs sponsored enduros: average number of entries 230. The 16th annual awards banquet was hosted by the Trailriders of Houston at Caney Creek on September 2nd.

Best Enduro: Cycleland
State Champion A: Todd Harris, Odessa (Suzuki 250)
State Champion B: Larry Crane, Ft. Worth (Kawasaki 250)
State Champion C: Joey Houghton, Gainesville (Honda 250)
State Champion Women: Joann Beard, Lubbock (KTM 125)
TSC Chairman: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Scoring Chairman: Shirley Mills, Amarillo
TSC Gas Marshall: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Barry Franklin, Buddy Hutchison, John Gray
Trailblazer Challenge Team B: Stephen Griner, Ken Watkins, Larry Crane
San Antonio Challenge Team C: Joey Houghton, Brian Storrie, Josh Whitaker
Brasher "Rookie of the Year": John Gray

1989/90: 17th year — 13 Clubs sponsored enduros: average number of entries was 202. The seventeenth annual Awards Banquet was hosted by the Red River Dirt Riders at Muenster, Texas
Overall Men's 'A': Todd Harris, Odessa
Overall Men's 'B': Josh Whitaker, Plano
Overall Men's 'C': Haydn Franklin, Crowley
Overall Women: Becky Woodell, Lubbock
TSC Chairman: Roy Pool, Bedford
TSC Scoring Chairman: Karla Franklin, Crowley
TSC Hall of Fame: Todd Harris (2 Overall wins)
Best Club: San Antonio "Sidewinders"
Brasher "Rookie of the Year": Larry Crane
Trailblazer Team A: B. Franklin, L. Crane, S. Griner
Trailblazer Team B: J. Houghton, J. Pearson, J. Whitaker
Sidewinder Team C: Don Burner, Haydn Franklin, J. Kollmeier
Master of Ceremonies: Marvin Youngblood, Fort Worth

1990/91: 18th year — 13 Clubs sponsored enduros: average number of entries was 213. The 18th annual Awards Banquet was sponsored by the Fort Worth Trailblazers at Muenster, Texas
Overall 'A': Todd Harris, Odessa (AA Class)
Overall 'B': Rick Marburger, Dallas (250 B Class)
Overall 'C': Stan Simpson, San Antonio (Over 50 Class)
Overall Women: Bonnie Phillips, Cypress (Women A Class)
TSC Chairman: Roy Pool, Bedford
TSC Scoring Chairman: Karla Franklin, Crowley
TSC Hall of Fame: Todd Harris (3 Overall wins)
Best Club: To Be Announced.
Brasher "Rookie of the Year": To Be Announced
Trailblazer Team A: Terry Maxwell, Jack Henry, Todd Harris
Trailblazer Team B: J. Kollmeier, H. Franklin, R. Watson
San Antonio Team C: Bill Pando, Wendell Alumbaugh, Will Hendrix
Master of Ceremonies: Marvin Youngblood, Fort Worth

HISTORY TRIVIA

The following riders were taken from the Top Ten Overall "A" Class riders during each of the previous TSCEC seasons:

Top 10 Overall "A" Men

Barry Franklin	151 pts.
Roy Pool	137 pts.
Jack Henry	132 pts.
Perry Davis	117 pts.
Joe Dixon	109 pts.
Todd Harris	116 pts.
Walter Birchfield	107 pts.
Zack Elkins	90 pts.
Henry Bostick	81 pts.
Eddie Brasher	79 pts.

Top 10 Overall "A" Women

Carol Jones	175 pts.
Laverne Phillips	115 pts.
Bonnie Phillips	111 pts.
Lynett Pool	110 pts.
Brenda Pratt	107 pts.
Karen Wiggins	102 pts.
Linda Engeling	89 pts.
Phyllis Hayes	84 pts.
Anita Jones	84 pts.
Rita Rogers	81 pts.
Cherie Wiggins	76 pts.

The following are class "A" riders with the most Overall wins during the previous TSC seasons:

Most Overall Wins — Men

Perry Davis	4
Zack Elkins	3
Todd Harris	3
Henry Bostick	2
Michael Richmond	2
Joe Dixon	1
Charles Bishop	1
Don Sanford	1
Mike Collins	1

Most Overall Wins — Women

Lynett Pool	3
Brenda Pratt	*2
Chrissa Douglas	2
Bettye Hayes	1
Debra Stowe	*1
Karen Wiggins	1
Linda Engeling	1
Debbie Denman	1
Lynda Brady	1
Laverne Phillips	1
Phyllis Hayes	1
Carol Jones	1
Joann Beard	1
Becky Woodell	1
Bonnie Phillips	1

*Tied One

TSC Banquet
Consecutive Attendance

Roy Pool	18
Lynett Pool	18
Dave Meers	18
Eddie Brasher	18

Most First Place Class Wins Men

Jack Henry	7
Roy Pool	6
Perry Davis	5
Milton Wendrock	5
Steve Whitworth	4
Joe Dixon	4
Zack Elkins	4
Todd Harris	4
Eddie Brasher	3
Leo Anderson	3
Bobby Pickard	3
Ed Allen	3
Michael Richmond	3

Most First Place Class Wins Women

Lynett Pool	5
Carol Jones	5
Brenda Pratt	4
Karen Wiggins	3
Bettye Hayes	2
Phyllis Hayes	2
Linda Engeling	2
Chrissa Douglas	2
Debbie Denman	1
Debra Stowe	1
Laverne Phillips	1
Cherie Wiggins	1
Kathy Harlan	1
Bonnie Phillips	1

Consecutively attended and/or rode TSCEC enduros

	Years
Roy Pool	16
Barry Franklin	11
Karla Franklin	11
David Reaney Jr.	10
Kenny Otto	10
Will Hendrix	9
Bob Mohr	9
Lynett Pool	7
Brenda Phifer	7
Perry Davis	7
Chris Hardy	7
Gary Webb	7

	Years
Wendy Wendrock	6
Mike Braswall	6
Janet Willett	6
Henry Bostick	5
Frank Wendrock	5
Rita Rogers	5
Ray Rogers	5
Dave Meers	4
Bill Pearson	4
Eddie Brasher	4
Gayle Brasher	4
Charles Greer	4

Clubs sponsoring TSCEC Enduros
Sweeney M-C Club, Sweeney — (1973-75)
Stump Jumper M-C, Ft. Worth — (1973-77)
Fort Hood M-C, Fort Hood — (1973-88)
Trail Rider of Houston, Houston — (1973-)
Lubbock Trail Riders, Post — (1973-)

Rockne Enduro, Rockne — (1973-78)
Odessa Permian Basin, Odessa — (1974-)
Muenster Jaycee's, Muenster — (1974-75)
Gulf Coast Club, Woodville — (1974-75)
Fort Worth Trailblazers, Ft. Worth — (1974-)
Sidewinder Enduro, San Antonio — (1974-)
Amarillo Track & Trail, Amarillo — (1974-89)
Concho Enduro/San Angelo — (1975-)
Southwest Sport, Cleveland (1975-76)
Cinco De Mayo, McAllen — (1975-76)
Et Cetera, New Waverly — (1975-76)
Childress Enduro, Childress — (1976-78)
Terlingua Enduro, Terlingua — (1977-82)
T.E.A. (Port Neches) — (1974-79)
Bridgeport Enduro, Bridgeport — (1979-85)
Highgrove Enduro, Rockne — (1979-80)
Post Enduro, Post — (1979-)
River City Enduro, Rockne — (1980-89)
Scottsville Enduro, Scottsville — (1981-83)
Red River Enduro, Muenster — (1981-)
Top O Texas Enduro, Pampa — (1988-)
Cycleland Enduro, Nacogdoches — (1989-)

TEXAS ENDURO HALL OF FAME

The Texas Hall of Fame was established in the 1975-76 season to recognize outstanding achievement and performance for any "A" class rider who won two or more overall season championships in either the men's or women's classes. In the first ten years of the TSCEC, there were only three people to be honored as members of this elite club.

Lynett Pool was the first to be inducted into the Texas Hall of Fame 1976-77 with two overall wins in 1973-74 and 1975-76. She tied for overall in the 1974-75 season and came back to win a third overall title in the 1976-77 season. Lynett retired from competition in 1977 and developed the TSC Scoring system which is still used in scoring Circuit events today.

The second competitor inducted into the Hall of Fame in the Men's division was Henry Bostick from Dallas. Henry rode a 250 Penton for both his wins in 1974-75 and 1976-77. Henry later retired from competition in 1977.

The third member of the Hall of Fame was Perry Davis of Irving. Perry is the only person in the history of the TSCEC to win four season overall victories in 1975-76, 1978-79, 1979-80, 1980-81 riding a Maico. Perry retired after a severe eye injury in 1982.

During the 1977-78 season, the first enduro club to be made a member of the Hall of Fame was recognized after being selected as the best enduro club for two or more years. The Lubbock Trailriders were voted "Best Club" by the top ten riders in each class during 1973-74 and 1974-75.

A new honoree was inducted into the Hall of Fame as of the 1982-83 season. Based on a recommendation made by the Amarillo Track & Trail Riders — any rider with five or more first place class wins would be inducted into the Hall of Fame. At the tenth anniversary of the TSCEC, Roy Pool entered the Texas Hall of Fame for winning six first place class wins in 1973-74, 1977-78, 1978-79, 1979-80, 1980-81, and 1982-83. Roy is still competing.

The basic guidelines for membership in the exclusive Texas Hall of Fame are:

- "A" class only eligible
- Two or more Season Overall Championships (Men's "A," Women)
- Two or more times to be chosen "Best Enduro" for clubs
- Five or more season first place class titles

NOTE: Ties do not qualify for meeting Hall of Fame membership requirements.

TSCEC Hall Of Fame "Best Enduro":

Lubbock Trailriders (1973-74, 1974-75, 1984-85)
Concho/San Angelo (1975-76, 1980-81)
Thurber/FTW Trailblazer (1979-80, 1983-84)
San Antonio Sidewinders (1981-82, 1982-83, 1989-90)
Red River Dirt Riders (1985-86, 1987-88)

TEXAS HALL OF FAME

LYNETT POOL (Yamaha 175)
Bedford, Texas
First member of the Hall of Fame for winning two or more overall state championships. She won in 1973-74, 1974-75, 1975-76, 1976-77. Lynett retired in 1977.

HENRY BOSTICK (250 Penton)
Dallas, Texas
Second member of the Hall of Fame, winning the overall state championship in 1974-75 and 1976-77. Henry retired in 1978.

PERRY DAVIS (Penton 250 and Maico Open)
Irving, Texas
Third member of the Hall of Fame and the only man ever to win four overall state championships. Perry won in 1975-76, 1978-79, 1979-80, 1980-81. He retired in 1982.

ROY E. POOL
Bedford, Texas
First rider to be inducted in the Hall of Fame for winning five or more first place class titles: 1973-74 (Open A, Yamaha 360), 1977-78 (200 A, Yamaha 175), 1978-79 (200 A, Yamaha 175), 1979-80 (200 A, Yamaha 175), 1980-81 (200 A, Yamaha 175), 1982-83 (200 A, Yamaha 175) At 54 years of age, Roy entered the "AA" Class for placing in the top 5 overall A Class in 1986-87.

ZACK ELKINS (CanAm 250)
Lubbock, Texas
Fourth member of the Hall of Fame. Zack won the overall state championship in 1982-83, 1983-84 and 1985-86. He qualified and participated in the International Six Days Enduro in Czechoslovakia in 1982, winning a bronze medal.

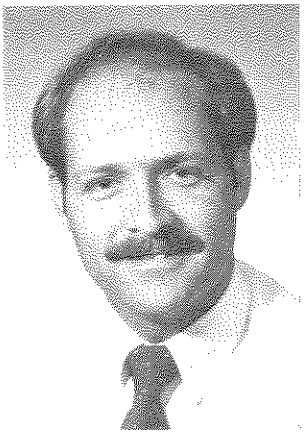
BRENDA PRATT (Yamaha 200)
Fort Worth, Texas
Fifth member of the Hall of Fame. Brenda tied for the overall women's championship in 1980-81 and won the overall title in 1982-83 and 1983-84.

TEXAS HALL OF FAME

MILTON WENDROCK (Honda, Kawasaki)
San Antonio, Texas
Sixth member of the Hall of Fame. "Windy" is the second rider to enter for winning five or more first place class titles: 1973-74 (200A), 74-75 (200A), 83-84 (200A), 84-85 (50 + over), 86-87 (50 + over).

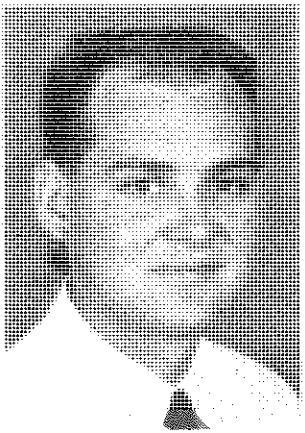
JACK HENRY (KTM, Husky)
Odessa, Texas
Seventh member of the Hall of Fame. Jack is the third rider to enter for winning five or more first place class titles: 1974-75 (Open A9, 75-76 (Open A9, 81-82 (Open A), 84-85 (Open A), 86-87 (40 + over A).

CHRISSA DOUGLAS (Yamaha 200)
Burleson, Texas
Eighth member of the Hall of Fame. Chrissa won the women's overall state championship in 1985-86 and 1986-87.



MICHAEL RICHMOND
Euless, Texas
Ninth member of the Hall of Fame. Michael won the Men's A Overall in 1986-87 and 1987-88.

CAROL JONES
Port Neches, Texas
Tenth member of the Hall of Fame. Carol won five first place class wins in the Women's A in: 73-74 (Women A), 84-85 (Sr. Women), 85-86 (Sr. Women), 86-87 (Women A), 87-88 (Overall Women).



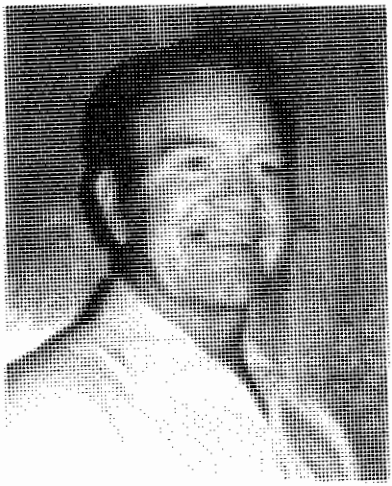
TODD HARRIS
Odessa, Texas
Eleventh member of the Hall Fame. Todd won three Overall State Men's "A" Championships in 1988-89, 1989-90 and 1990-91.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT OFFICIALS

TSCEC OFFICIAL SCORING CHAIRMAN

KARLA FRANKLIN

TSCEC OFFICIAL REFEREE



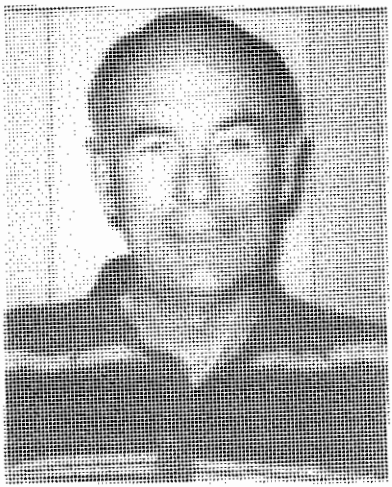
ROY POOL

TSCEC OFFICIAL GAS MARSHAL

EACH TSC CLUB IS RESPONSIBLE TO MONITOR AND CONTROL THE GAS STOPS ACCORDING TO THE TSCEC RULEBOOK.

NONE

TSCEC OFFICIAL MASTER OF CEREMONIES



MARVIN YOUNGBLOOD

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS

TODD HARRIS
OVERALL 'A'
ODESSA

RICK MARBURGER
OVERALL "B"
DALLAS

OVERALL 'A'

		Total
1.	**Harris, Todd**	**198**
2.	Crane, Larry	194
3.	Frady, Randy	185
4.	Birchfield, Walter	183
5.	Worley, Chuck	140
6.	Maxwell, Terry	133
7.	Whitaker, Josh	125
8.	Watkins, Ken	124
9.	Franklin, Barry	122
10.	Higgins, Rick	115
11.	Pearson, Jeff	114
12.	Cowley, Jud	86
13.	Storrie, Brian	75
14.	Gillett, Mike	73
15.	Henry, Jack	72
16.	Collins, Mike	66
17.	Carlisle, Chad	65
18.	Houghton, Joey	49
19.	Markworth, Vernon	49
20.	Gabert, Gordon	43

OVERALL 'B'

		Total
1.	**Marburger, Rick**	**198**
2.	Cunningham, Doug	193
3.	Franklin, Haydn	167
4.	Kollmeier, Jeff	107
5.	Koontz, David	87
6.	Austin, Gordon	86
7.	Foreman, Jeff	84
8.	Mitchell, James	79
9.	Clapsaddle, Carl	78
10.	Atwell, Jeff	73
11.	Stanley, Barry	73
12.	Brungart, Denny	70
13.	Delamar, Norman	68
14.	White, Curtis	67
15.	Woodell, Russell	59
16.	Hess, Rodney	53
17.	Denney, Chris	50
18.	Paige, Bobby	50
19.	Dismuke, Russell	49
20.	Watson, Rick	44

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT 1990-91 RESULTS

STAN SIMPSON
OVERALL "C"
SAN ANTONIO

BONNIE PHILLIPS
OVERALL WOMEN
CYPRESS

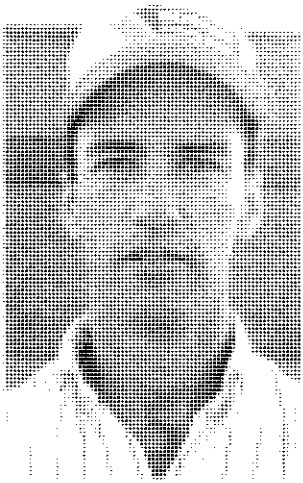
OVERALL 'C'

		Total
1.	**Simpson, Stan**	**186**
2.	Hoepfner, Phillip	181
3.	Damron, Randy	171
4.	Davis, Terry	168
5.	Pool, Roy	158
6.	Hendrix, Will	152
7.	Hopper, Denny	128
8.	Newton, Nelson	112
9.	Slavik, William	107
10.	Alley, Floyd	104
11.	Rich, William	93
12.	Hale, Uwe	91
13.	Coggswell, Don	85
14.	Miles, Roland	84
15.	Walker, Eddy	74
16.	Fantich, Marc	57
17.	Luedecke, David	42
18.	McKee, Shannon	40
19.	Whitaker, Kerry	38
20.	Young, Frank	36

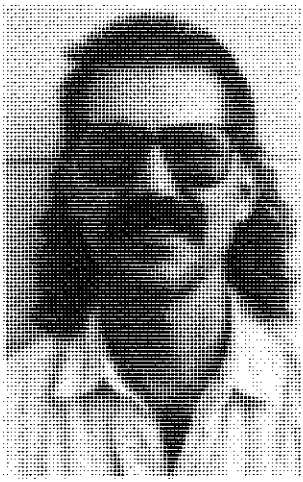
OVERALL WOMEN

		Total
1.	**Phillips, Bonnie**	**180**
2.	Wyatt, Elaine	145
3.	Mitchell, Dusty	145
4.	Woodell, Becky	130
5.	Alewine, Helen	116
6.	Benoy, Alice	103
7.	Smith, Shelby	78
8.	Cobb, Dana	65
9.	Hopper, Evon	50
10.	Jenkins, Lisa	42
11.	Pierce, Margie	29
12.	Clark, Rachel	28
13.	Sikes, Kelley	28
14.	White, Rhonda	25
15.	Jones, Carol	20
16.	Gabert, Julie	19
17.	Jones, Lacy	19
18.	Simon, Aimee	18
19.	Calhoun, Pat	16
20.	Hancock, Lorena	15

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS



LARRY CRANE
"AA" CLASS
GRAND PRAIRIE



TERRY MAXWELL
125 "A"
ODESSA

RANDY FRADY
200 "A"
FLOWER MOUND

'AA' CLASS

		Total
1.	**Crane, Larry**	**221**
2.	Birchfield, Walter	219
3.	Franklin, Barry	194
4.	Higgins, Rick	153
5.	Cooksey, Andrew	19

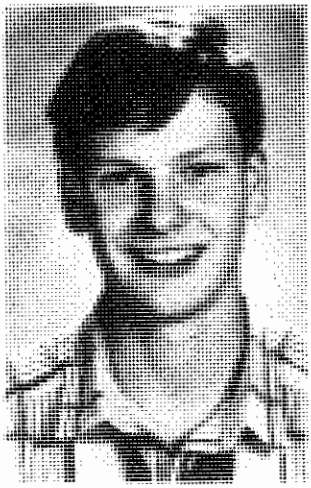
125 'A' CLASS

		Total
1.	**Maxwell, Terry**	**214**
2.	Whitaker, Josh	208
3.	Taliaferro, Archie	187
4.	Lair, Tate	118
5.	Gillett, Mike	115
6.	Rousseau, Larry	102
7.	McKnight, Roger	54
8.	Eversole, Dean	49
9.	Rulau, Warren	19
10.	Waneck, Darrell	16

200 "A" CLASS

		Total
1.	**Frady, Randy**	**219**
2.	Hutchison, Buddy	203
3.	Badgley, Duane	198
4.	Crowe, Bill	189
5.	McKee, Greg	132
6.	Richmond, Michael	40
7.	Sharp, Kim	39
8.	Baker, Morris	37
9.	Hadorn, Steve	36
10.	Blackman, Greg	28
11.	Rousseaj, Larry	19
12.	Juckett, Howard	16

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS



JEFF PEARSON
250 "A"
LINDSAY

CHUCK WORLEY
OPEN "A"
WACO

VERNON MARKWORTH
"OVER 40 A"
SAN ANTONIO

250 'A' CLASS

		Total
1.	**Pearson, Jeff**	**205**
2.	Watkins, Ken	185
3.	Storrie, Brian	159
4.	Houghton, Joey	144
5.	Gabert, Gordon	105
6.	Collins, Mike	95
7.	Carlisle, Chad	94
8.	Kirkpatrick, Richard	63
9.	Atkins, Mark	52
10.	Wilkinson, Lorenz	49
11.	Cardwell, Steve	42
12.	Griner, Stephen	35
13.	Tucker, Gary	32
14.	Willett, James	31
15.	Mills, Bill	29
16.	Sims, Stormy	23
17.	Cogdell, Dan	22
18.	Scales, Ricky	18
19.	Jackson, Gary	18
20.	Paley, Douglas	18

OPEN 'A' CLASS

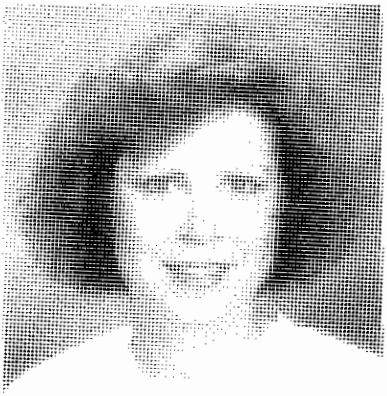
		Total
1.	**Worley, Chuck**	**218**
2.	Cowley, Jud	166
3.	Raby, Mark	88
4.	Bainbridge, Terry	72
5.	Warton, Ronnie	50
6.	Kolbensvik, Jon	47
7.	Scales, Ricky	46
8.	Evans, Donnie	38
9.	Fox, Steve	35
10.	Upchurch, Larry	32
11.	Griner, Stephen	19
12.	Gibson, Mike	18
13.	Atkins, Mark	17
14.	McKee, Greg	15
15.	West, Terry	15

OVER 40 'A' CLASS

		Total
1.	**Markworth, Vernon**	**210**
2.	Henry, Jack	196
3.	Rohn, Jim	130
4.	Drown, Deon	128
5.	Cimbanin, Darrell	76
6.	White, Doug	74
7.	Null, Mike	51
8.	Clark, Ken	46
9.	Carlisle, Ralph	43
10.	McKnight, Bob	39
11.	McMahan, George	33
12.	Robinett, Rick	27
13.	Birdwell, Jimmy	20
14.	Cole, Don	17
15.	Rulau, Rich	16
16.	Jennings, Jack	16
17.	Wahler, Tom	14
18.	Junckett, Howard	13
19.	Konicke, Dan	13
20.	Walker, Richard	12

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS

ELAINE WYATT
WOMEN "A"
SWEETWATER



DUSTY MITCHELL
WOMEN "B"
GRANBURY

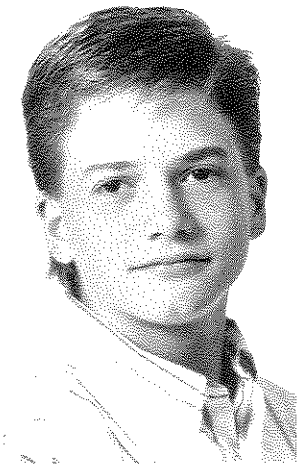
WOMEN "A"

		Total
1.	**Wyatt, Elaine**	**156**
2.	Woodell, Becky	142
3.	Alewine, Helen	37
4.	Jones, Carol	20
5.	Gabert, Julie	20
6.	Jones, Lacy	19
7.	Hancock, Lorena	17
8.	Simon, Aimee	12
9.	Cimbanin, Dorothy	11

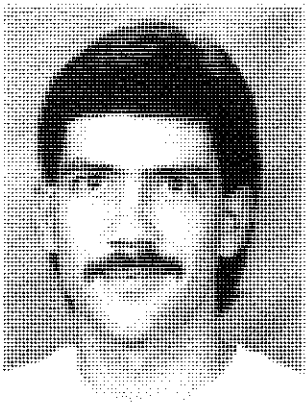
WOMEN "B"

		Total
1.	Mitchell, Dusty	176
2.	Benoy, Alice	109
3.	Smith, Shelby	83
4.	Cobb, Dana	70
5.	Hopper, Evon	64
6.	Jenkins, Lisa	50
7.	Pierce, Margie	38
8.	Sikes, Kelley	32
9.	Clark, Rachel	32
10.	Calhoun, Pat	19
11.	Birdwell, Amy	17
12.	White, Rhonda	13
13.	Treadway, Jackie	12
14.	Hoepfner, Hazel	10
15.	Henrikson, Sheri	10

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS



HAYDN FRANKLIN
125 "B"
CROWLEY



JAMES MITCHELL
200 "B"
GRANBURY

DOUG CUNNINGHAM
250 "B"
LUBBOCK

125 'B' CLASS

		Total
1.	**Franklin, Haydn**	**215**
2.	Delamar, Norman	211
3.	Fenter, David	171
4.	Clapsaddle, Carl	117
5.	Kuhn, Kimbell	68
6.	Strei, Ford	66
7.	Wyatt, David	44
8.	McKay, Sean	42
9.	Denby, Randy	20
10.	Frady, Greg	20
11.	William, Buford	18
12.	Mills, Dennis	17
13.	Dawson, Benji	16
14	Flores, Clayton	14

200 'B' CLASS

		Total
1.	**Mitchell, James**	**192**
2.	Koontz, David	151
3.	Stanley, Bryan	132
4.	Stanley, Barry	126
5.	Watson, Richard	104
6.	Randel, Doug	87
7.	Dismuke, Russell	68
8.	Witt, Jamie	67
9.	Scott, Bill	57
10.	Wilson, Harold	49
11.	Witt, Joey	44
12.	French, Danny	40
13.	Cadd, David	30
14.	Culp, Dutch	29
15.	Bailey, Roger	18
16.	Waldo, Davis	16
17.	Prince, Frank	16
18.	Schmitt, Mike	15
19.	McDaniel, Phil	15
20.	Wheat, Mark	14

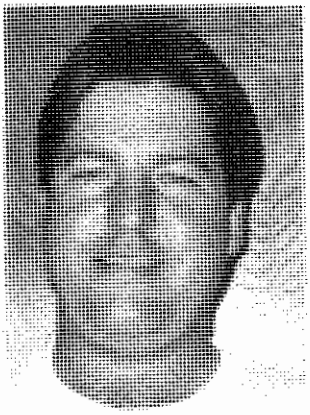
250 'B' CLASS

		Total
1.	**Cunningham, Doug**	**218**
2.	Kollmeier, Jeff	173
3.	Atwell, Jeff	142
4.	Denney, Chris	101
5.	Hess, Rodney	91
6.	Woodell, Russell	82
7.	Paige, Bobby	72
8.	Frazier, Lee	69
9.	Welch, Pat	58
10.	Sherrill, Bill	54
11.	McCool, Randy	51
12.	Davidson, David	46
13.	Neu, Doug	45
14.	Medaris, Joe	42
15.	Vigil, Danny	38
16.	Reese, John	36
17.	Brown, Scott	24
18.	Buchanan, Bryan	23
19.	Neher, Chris	21
20.	Mondshine, Robert	20

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS

JEFF FOREMAN
OPEN "B"
ODESSA

PHILLIP HOEPFNER
125 "C" CLASS
WICHITA FALLS



DENNIS HOPPER
200 "C" CLASS
AUBREY

OPEN 'B' CLASS

	Total
Foreman, Jeff	**187**
White, Curtis	165
Brungardt, Denny	140
Austin, Gordon	115
Stovall, Jim	88
Blackman, Greg	82
Womack, James	82
Lovelace, Bobby	80
Beck, Lee	77
Snow, Troy	72
Metcalf, James	65
Bomar, Stephen	65
Thompson, Matt	51
Carlton, Scott	39
Hess, Glenn	36
Wimberly, Kerry	34
Krawczyk, John	26
Miller, Kevin	20
Baxter, Blaine	19
Hassan, Yoav	18

125 'C' CLASS

		Total
1.	**Hoepfner, Phillip**	**222**
2.	Rich, William	208
3.	Alumbaugh, Donny	162
4.	Smith, Casey	103
5.	Martin, Scott	102
6.	Horst, John	84
7.	Fielding, Rod	74
8.	Muehr, Dominic	64
9.	Alewine, Travis	61
10.	Halls, Michael	51
11.	Wilkinson, Matt	34
12.	Kurkowski, Keven	34
13.	Tucker, Tony	24
14.	Sims, Mike	18
15.	Bailey, Chris	18
16.	Sims, Jerry	17
17.	Olson, Frank	17
18.	Erie, Fred	16
19.	Allan, Ed	16
20.	Light, Acey	15

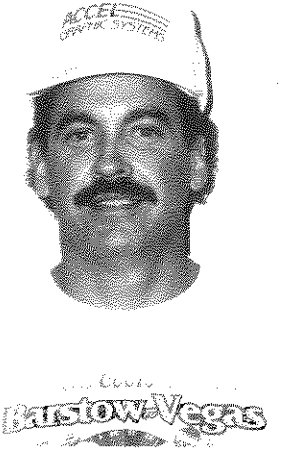
200 'C' CLASS

		Total	tal
1.	**Hopper, Denny**	**208**	19
2.	Walker, Eddy	197	93
3.	Whitaker, Kerry	163	57
4.	Stewart, Robert	150	03
5.	Welsh, Skip	147	98
6.	Fantich, Marc	143	79
7.	Concannon, Lenny	131	78
8.	Walker, Jeff	111	74
9.	McKee, Shannon	109	67
10.	Foster, Lynn	76	57
11.	Benoy, Daniel	56	50
12.	Scholl, John	53	40
13.	Snider, Todd	49	34
14.	Vangsnes, Bradley	40	33
15.	Brown, Scott	38	.33
16.	Albert, Brian	22	.30
17.	Sanders, Ralph	20	.26
18.	Gray, Terry	20	.24
19.	Rick, Marr	19	.24
20.	Mildren, David	17	.20

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS

RANDY DAMRON
250 "C" CLASS
GEORGETOWN

PAUL UNZICKER
OPEN "C" CLASS
DALLAS



RAY GRUPP
OVER 40 "C"
DALLAS

250 'C' CLASS

		Total
1.	**Damron, Randy**	**211**
2.	Davis, Terry	209
3.	Alley, Floyd	191
4.	Newton, Nelson	183
5.	Hale, Uwe	172
6.	Slavik, William	160
7.	Moster, Jamie	110
8.	Coggswell, Don	108
9.	Smith, Jim	108
10.	Luedecke, David	92
11.	Larson, Glenn	75
12.	Smith, Kenneth	74
13.	Pulliam, Bobby	51
14.	Rouse, Russell	49
15.	Bigley, Gary	36
16.	Hair, Chet	35
17.	Burke, Jent	34
18.	Maillot, David	32
19.	Franklin, Mark	31
20.	Kelley, Robert	31

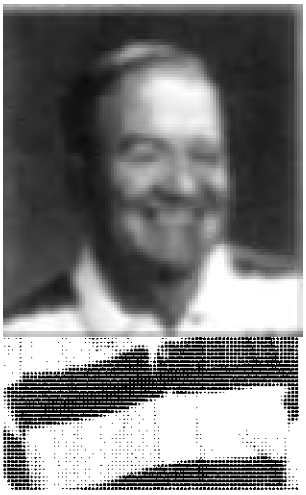
OPEN 'C' CLASS

		Total
1.	**Unzicker, Paul**	**161**
2.	Young, Frank	153
3.	Bim, Robin	113
4.	Riffe, G.H.	104
5.	Glover, Robert	94
6.	Chandler, Duane	64
7.	Jackson, Greg	58
8.	Stepter, Jim	51
9.	Bacus, David	48
10.	Caudle, Carroll	44
11.	Kelley, Marcus	41
12.	Hamlin, Mac	40
13.	Rubenkoenig, John	36
14.	Davis, Trent	35
15.	Bolton, Kenneth	35
16.	Neely, Matt	34
17.	Flatt, Carlan	34
18.	Westbrook, Mark	34
19.	Felps, William	33
20.	Tucker, Jack	30

OVER 40 "C" CLASS

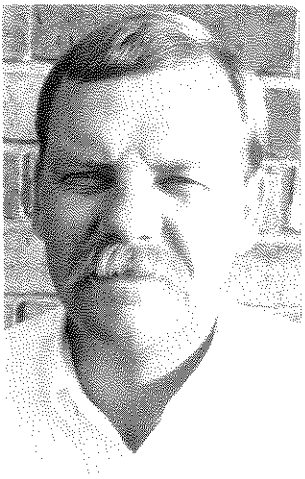
		Total
1.	**Grupp, Ray**	**201**
2.	Otto, Kenny	197
3.	Bruner, Don	190
4.	Concannon, Larry	186
5.	Arnett, Bob	162
6.	Krause, Jim	140
7.	Naler, James	138
8.	Paulson, Doug	125
9.	Chase, Dwight	117
10.	Huggins, Harley	111
11.	Williams, John	100
12.	Kelley, Trafton	76
13.	Lair, Bruce	71
14.	Palmer, Gary	65
15.	Ashton, Terry	65
16.	Brown, David	55
17.	Roberts, Gordon	50
18.	Hoak, Terry	43
19.	Ammous, Bill	42
20.	Arms, Jeff	36

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS



ROY POOL
OVER 50 "C"
BEDFORD

MILTON WENDROCK
OVER 57 "C"
SAN ANTONIO



GARY HECOX
SPORTSMAN
ALEDO

OVER 50 "C" CLASS

		Total
1.	**Pool, Roy**	**219**
2.	Hendrix, Will	208
3.	Langham, Kenneth	186
4.	Pando, Bill	162
5.	Morris, J.C.	137
6.	Meers, Dave	136
7.	Miles, Roland	115
8.	Hair, Ken	97
9.	Coker, Jody	92
10.	Harris, Jim	61
11.	Woodell, Jim	33
12.	Cain, Larry	24
13.	Whitehead, Clyde	23
14.	Sharp, Alvin	22
15.	Coen, Ralph	20
16.	Cox, Carey	18
17.	Hardy, Chris	17
18.	Godsey, Richard	16
19.	Goodson, Richard	16
20.	Long, Jim	15

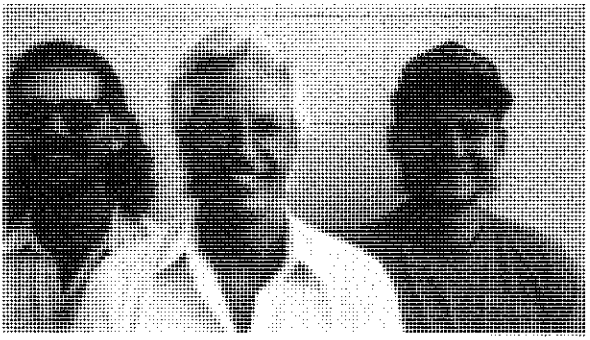
OVER 57 'C' CLASS

		Total
1.	**Wendrock, Wendy**	**184**
2.	Wendrock, Frank	155
3.	Greer, Charles	146
4.	Youngblood, Marvi	130
5.	Perkins, Jimmie	111
6.	McKay, Tom	99
7.	Powell, W.W.	40
8.	Cooksey, James	38

SPORTSMAN SHORT

		Total
1.	**Hecox, Gary**	**219**
2.	Alumbaugh, Wendell	193
3.	Long, Jim	157
4.	Albertson, Kurt	103
5.	Gautreau, Michael	98
6.	Singleton, Phillip	79
7.	Daniels, Kenny	78
8.	Phillips, Bob	74
9.	Singleton, Garry	67
10.	Debusk, Ron	57
11.	Sides, Ross	50
12.	Wright, Billy	40
13.	Shewmaker, James	34
14.	Penneman, Stan	33
15.	Sides, Ross	33
16.	Osborn, Roy	30
17.	Meador, M.C.	26
18.	Wright, Billy	24
19.	Hamrick, Richard	24
20.	Boyd, Clint	20

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS



CHALLENGE TEAM "A", 1ST PLACE
TERRY MAXWELL, JACK HENRY, TODD HARRIS

NO PICTURE AVAILABLE

CHALLENGE TEAM "B", 1ST PLACE
JEFF KOLLMEIER, HAYDN FRANKLIN, RICHARD WATSON

CHALLENGE TEAM "C", 1ST PLACE
BILL PANDO, WENDELL AUUMBAUGH, WILL HENDRIX

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1990-91 RESULTS

CHALLENGE TEAM "A", 1ST PLACE
TERRY MAXWELL, JACK HENRY, TODD HARRIS

NO PICTURE AVAILABLE

CHALLENGE TEAM "B", 1ST PLACE
JEFF KOLLMEIER, HAYDN FRANKLIN, RICHARD WATSON

CHALLENGE TEAM "C", 1ST PLACE
BILL PANDO, WENDELL AUUMBAUGH, WILL HENDRIX

* I. CHECKPOINTS

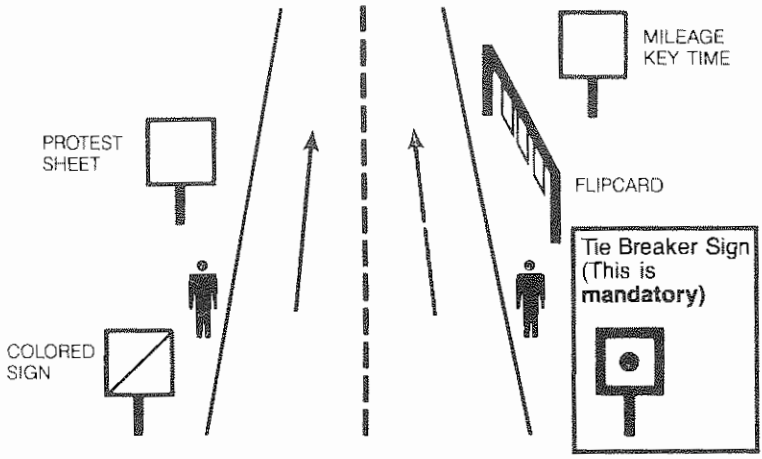
A. General

1. Checkpoints will be positioned such that they occur on whole minutes and whole tenths.

2. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints at the same point and visible at the same time.

3. Two colored signs, minimum of 18" x 18", of identification shall be displayed to designate a visual check or secret timed checkpoint. Checking time shall be taken at instant the rider's wheel has arrived or crossed an imaginary line between the two colored signs at the entrance to the checkpoint lanes. (See example.)

   Green/White — Tie breaker (white background/green border/green circle in center)
   Red/White — Secret
   Yellow — Known control point
   White — Visual



Checkpoint lanes and placement of signs

4. A checkpoint shall not be located before there has been a mileage check.

5. The flipcard scoring system will be standard for scoring at all checkpoints and at the starting line of the Circuit enduro.

   a. A rider may not leave the starting line early or prior to his/her assigned starting number.

6. Flipcards at checkpoints shall be situated in such a manner that they will not be visible to the rider until he is in the checkpoint lane.

7. Any rider that reaches the first checkpoint within the hour disqualification time (60 minutes, 59 seconds), will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring. If two riders are tied and are disqualified but one rider goes farther than the other — then he or she will be considered the winner of the tie.

8. A rider shall be timed as having reached a checkpoint at the instant the rider's front wheel has arrived opposite the flag or stops within the view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the above conditions exist.

   a. A rider **and** his motorcycle must proceed through the checkpoint lanes in order to receive a score at said checkpoint.

   b. When a **rider is late approaching a checkpoint**, the rider's **time shall not be taken** until the rider's front wheel has arrived opposite the checkpoint flags.

   c. Checkpoint personnel are not permitted to leave the checking lanes to identify riders who have not yet reached the checkpoint lanes.

9. The standard scoring for checkpoints shall be:
   ...one point for each minute late
   ...two points for the first minute early
   ...five points for each minute early after the first minute early

10. The host club will furnish a "protest sheet" at each checkpoint and gas stop for the riders' use. If a timed checkpoint is ruled invalid (because of inaccurate mileage or a faulty clock) change the check to an observation check instead of throwing the check out. A rider must have signed the protest sheet at the designated point on the trail (checkpoint or gas stop) where the protest is being contested. If the sheet is not signed at the designated point the protest will **not** be considered or allowed by the host club.

11. The finish line of the enduro shall be established as a known control.

[12. Back-up scoring sheets shall be mandatory at all timed **and visual** checkpoints at TSC events In case of inclement weather waterproof back-up scoring sheets shall be used.

13. Back-up scoring sheets for all tie-breaker checkpoints must include both **minutes** and **seconds** for all riders.

B. Separation Factor

1. The separation factor for all TSC enduros will be 2 miles before and 3 miles after any gas stop.
2. Checkpoints shall not be located closer than 3 miles to one another nor the start.
3. A checkpoint shall not be located before there has been a mileage check.
4. A "visual" check may be located at any point on a circuit enduro course.
5. The separation factor shall not apply for "emergency" gas stops.
6. When a course is **reset** to zero, the normal separation factor does not apply.
7. All mileage resets must be on whole .10 of a mile.

[8. In the case of a formal restart, the separation factor does not apply.

C. Time-Keeping Devices

1. Time-keeping devices used by the enduro club shall be checked and placed, **while still running,** on display at the club headquarters location at the conclusion of the event where any participant may see them prior to the trophy presentation. Maximum variance from the master clock shall be a three second variance.
2. The standard Time shall be established for setting the master clock by using the "WWV" radio.

II. CIRCUIT POINTS

1. Circuit points earned in one class may not be transferred to any other class.
2. Points toward circuit placement will be accumulated and maintained for Texas residents only.
3. To obtain circuit points:
   a. Both short course and long course riders will receive **full** circuit points if they **complete the entire course** within their one hour time limit.
   b. Both short course and long course riders that "**DNF**" (DO NOT FINISH) within their one hour time limit will be scored through the last checkpoint for which they received a score. Five points will be deducted from their DNF class score and also from their overall placement.

III. CLASSES

Classes are as follows:

1. **LONG COURSE** (A, B):
   0-125
   126-200
   201-250
   251-Open
   Over 40 (Open)
   AA (Open)

* [2. **SHORT COURSE:**
   0-125 C Class
   126-200 C Class
   201-250 C CLass
   251-Open C Class
   Women (A and B-Open)
   40 and Over (Open)
   50 and Over (Open)
   57 and Over (Open)
   * 16 and Under (wheel size 16 inches or smaller —
   original factory rear wheel size — limited to 200cc or under)
   Sportsman Class (open to anyone)

IV. CIRCUIT RIDER FEE

1. The Circuit fee per rider is three dollars and fifty cents per event and is to be included in the club's entry fee amount. The sponsoring club is to act in the interest of the Texas State Enduro Circuit and to collect this fee from each and every entry regardless of class or residence. It is **to be forwarded to the Circuit Chairman within seven days after event is completed,** and will be used to defray Circuit expenses.

* V. CLASSIFICATION OF RIDERS

1. AA CLASS:

   —The first five overall A riders, at the end of the current season, must advance to the AA class at the beginning of the new season.
   —The Overall A riders placing 6th through 10th at the end of the current season may choose to advance to the AA class.
   —The maximum number of riders to ride the AA class in any one season shall be ten (10) as described above.

[2. The mandatory advancement from one class to another is as follows:

* <u>"C" Class to "B" Class:</u>

— Top 5 Overall riders and all first place class winners except: 16 & Under Short Wheel, Over 50, Over 57, Over 40 Short Course, Sportsman.

* "B" Class to "A" Class:

— Top 5 Overall riders and all first place class winners.

3. A lower class rider may choose to redesignate himself to a higher class (C to B or B to A); however, once he has redesignated upwards or has been advanced at the end of an enduro season, he may not transfer back to the lower class.

4. Eligibility to ride "Age" classes (16 and Under, 40 and over, 50 and over, 57 and over) is detemined as of race day of the first event of new season.
   —16 and Under riders may compete in the 16 and Under class all the current season provided they were 16 or under as of race day at the first event of current season.
   —40 and over, 50 and over, 57 and over must be 40, 50, or 57 as of race day at the first event of the current season; however, riders may transfer into these respective classes after their birthdays (no points will transfer).

5. Any person wanting to be reclassified to a lower class must write to the Chairman stating his reasons to be reclassified. This letter must be received prior to the start of the current circuit season. The Chairman will review the letter and make a decision to accent or deny and notify the rider. Failure to do so will result in disqualification from the current season for any rider discovered riding a lower class without permission.

6. Over 40 long course riders are classified as A riders and may compete for A Overall points.

7. Over 40 short course and Sportsman Class riders may only compete for class points. No overall points will be kept and the riders will not be eligible to compete for the Overall Short Course trophy due to the fact that riders in this class may have been former A or B expert riders.

[8. 16 and Under class riders are limited to a 200cc motorcycle or smaller.

VI. CIRCUIT PROTEST COMMITTEE

1. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will comprise the Protest Committee and will meet and act upon circuit rule infractions, protests by riders to the Circuit and/or other matters that might prove appropriately handled by said group, if necessary. A majority of two-thirds of the Circuit Protest Committee shall be required to disallow a circuit event, and no circuit points will be awarded to riders or club workers.

2. A Protest Referee shall be appointed by the TSC Chairman at each summer meeting:
   The TSC Protest Referee shall be empowered to gather facts, negotiate disputes and/or protests between enduro participants and circuit clubs, and as necessary, to convene the official TSC Circuit Protest Committee at an event to render a final decision (prior to or during the official Protest period).
   All Protests must be presented to the Protest Referee in writing at the event.

3. The Protest Referee shall monitor, evaluate, and respond to each sponsoring club and the TSC Chairman on rule infractions during a TSC sponsored event. The referee shall make appropriate suggestions for improvement.

4. If the last Protest of a checkpoint is found to be plus or minus .05 miles from the ast posted mileage marker, the checkpoint shall be ruled invalid and changed to an observation check. The protesting party, TSC Protest Referee, and the official layout odometer and cycle will go out and re-check mileage on the protested checkpoint prior to any ruling being rendered.

5. Protest on checkpoint mileage must be protested by a minimum of five riders, all of a different riding number, in order to have host club and TSC Referee check mileage.

VII. CLUB AFFILIATIONS

A. New Club Qualifications

1. Any new club wanting to sponsor a circuit enduro will first sponsor a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsorship and with at least a three-fourth (3/4) majority vote of the present circuit members (at the enduro) approval.

B. Club Re-entry Requirements

1. Any club sponsoring an enduro that is withdrawn from the circuit or cancelled for any reason, must be voted on by the Circuit Committee at the summer meeting before re-entry will be permitted in the enduro circuit schedule. The Committee may also request the club to apply for re-entry to the Circuit in the same manner as a "new" club by hosting a trial enduro to show aptness and ability.

2. If, for any reason, the Circuit Chairman, or a member club, has reason to believe that a member club cannot properly perform their obligations to the Circuit to put on a first-class enduro, by presentation of a formal written complaint and investigation by the Circuit Chairman, and two-thirds majority vote of the member clubs, shall have the option to withdraw that club's sanction at any time during the season.

VIII. DISQUALIFICATION

A. Rider disqualification will be at the discretion of the sponsoring club for any of the following reasons:

1. Foul and abusive language and/or unsportsmanlike conduct at any point at a Circuit event, with two witnesses present of a sponsoring club, will disqualify the rider from that enduro. In addition, the rider will be penalized five (5) TSC points from his accumulated total by the Circuit Chairman.

2. Mufflers will be checked for spark arrestors with a 1/4 inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If 1/4 inch rod extends into muffler exceeding 18 inches, motorcycle shall be considered to have no spark arrestor.

3. A strict 5 MPH speed limit will be enforced in the gas stop upon penalty of disqualification for failure to comply.

4. There will be no running motorcycles allowed at or near the riders meeting at risk of disqualification.

5. Upon request by a club to the Chairman, any person defaulting on payment of entry fee shall be disqualified from Circuit competition until payment is made good with a time limit of thirty (30) days from the date of the event.

6. There will be no pit racing or unnecessary motorcycle operation:
   . . . First offense . . . warning
   . . . Second offense . . . loss of 10 points for entrant
   . . . Third offense . . . disqualification from event.

7. Any rider that reaches the first checkpoint within the hour disqualification time will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring.

8. Any person seen by two or more persons removing course markings, or cutting fences, shall be permanently disqualfied from TSC events.

9. One rider and one motorcycle must compete throughout the entire length of event. No change of rider or cycle will be deemed legal. Result will be disqualification.

10. The scoring card is the rider's responsibility. Mutilated, non-legible or altered cards will not be scored. Loss of the scoring card by a rider after the start of the event will result in automatic disqualification. No substitutions will be allowed.

11. A rider is disqualified if he arrives at a timed checkpoint more than 15:59 minutes early.

12. Riders shall not delete any part of the marked course for the purpose of gaining time (EXCEPTIONS: bottlenecks, mud holes, etc.)

IX. MOTORCYCLE LEGALITY

A. Engine Protest

1. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

B. Muffler/Spark Arrestor

1. Contestants' motorcycles will be required to have a spark arrestor and an effective muffler at the start and the finish of the enduro. Sponsoring clubs will be required to check spark arrestor and muffler at least once before, during or after the enduro for compliance. The spark arrestor will be checked with a ¼ inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If ¼ inch rod extends into muffler more than 18 inches, motorcycle shall be considered to have no spark arrestor.

2. The TSC recommends that all enduro participants motorcycles be as street-legal as possible to avoid possible difficulties with the law enforcement agencies.

3. A motorcycle is a vehicle with an engine and two wheels. Only motorcycles are allowed at TSCEC events. No three- or four-wheeled vehicles are allowed.

C. Wheel Size (16 and Under)

1. Class 1: 16" or smaller (limited to original rear wheel size).

   A protest will result in disqualification from the event for the illegal contestant. No circuit points.

X. ENTRY FORMS, FLYERS, ETC.

A. Information

1. Registration times and deadlines will be stated clearly on the sponsoring club's flyer and/or advertising. Deadline for entries shall be the post office postmark date.

2. Flyers on a circuit event must be made available at least six weeks prior to the event.

3. Any person defaulting on payment of entry fee shall be disqualified from circuit competition until payment is made good with a time-limit of thirty (30) days from the date of the event.

4. Mile-per-hour averages, key times, "free time", and any mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers shall be posted at their respective points on the course. Mileage reset markers must also be clearly displayed on the course.

5. **All TSC entry forms must contain a space, prominently displayed,** for the **Legislative Fund donation.**

6. All entry forms must specify the total number of gas stops at each TSC event.

7. All TSC entrants must have their riding number clearly displayed on the front of their motorcycle. Numbers must be a minimum of three inches high.

B. Starting Positions

1. There will be no more than six starters per minute at any circuit event.

C. Emergency Vehicle and Medical Personnel

1. An emergency vehicle with qualified medical personnel must be provided by the sponsoring club at each TSC event. **Failure to provide emergency vehicle with qualified medical personnel will result in cancellation of score averaging for persons working the event.** Circuit "protest referee" will monitor and report infractions to TSC chairman.

[XI. GAS STOPS

To provide an extra measure of safety, mandatory free time of at least 10 minutes shall be established for all official gas stops.

A. General

1. Exact mileage distance to the gas stop(s) shall be announced prior to enduro. Maximum ground mileage between gas stops is 45 miles.

2. The total number of gas stops at each TSC event must be stated on the sponsoring club's entry forms.

3. All entrants in a TSCEC event **must** fuel with a **dead engine** and **within** the specified boundaries (of the course) set up for the official gas stop refueling area. Failure to comply may result in disqualification from the event.

4. No more than two persons (pit crew) (minimum age 10 years) will be allowed to cross over into the designated rider refueling area to service an incoming rider. Only two members of a rider's pit crew shall be allowed per motorcycle.

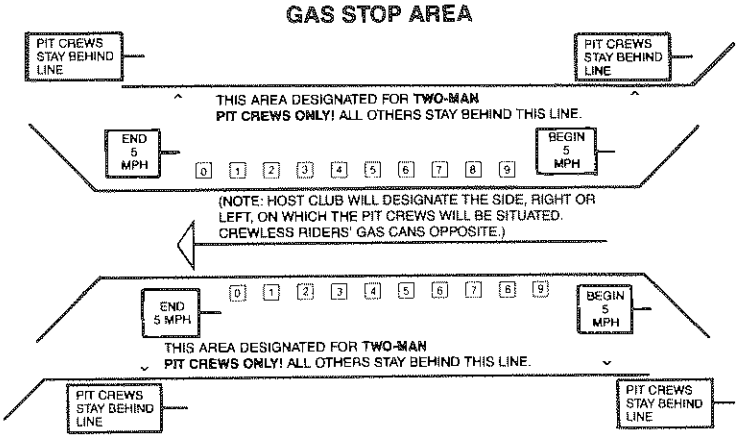
5. At any emergency gas availability point, other than the official designated gas stops, normal gas stop safety rules shall apply (the normal separation factor shall not apply in this instance).

6. A designated gas-stop shall not be re-designated as trail for subsequent mileage in the same event.

[7. Host club shall provide **water** for riders at all closed and emergency gas stops.

B. Gas Stop Controls

1. The TSC Chairman shall appoint an offiical "Gas Stop Marshal" to work in conjunction with a **club appointed representative** to be in charge of enforcing gas stop rules and regulations at all Circuit events.



[2. **Official TSC Gas Marshal:**

Each club shall bear the responsibility to monitor and control gas stops per TSCEC rules.

The TSC Gas Stop Marshal is an appointed official of the TSCEC and is not controlled by the sponsoring club in any way. The Marshal and the club representative, by agreement, shall have authority to disqualify a contestant for disobeying any or all of the pre-announced gas stop rules.

3. A "Protest Sheet" will be provided and must be signed if the disqualified contestant disagrees with TSC Gas Stop Marshal. Any protests over a disqualification will be handled directly through the TSC Chairmen and the "Protest Committee" immediately after the enduro. (Rule 3, Section VIII, will also apply).

4. Disqualification will result in loss of TSC points for event.

5. Strict adherence will be required for the following rules:

   a. ALL ENGINES SHUT-OFF DURING REFUELING.

   b. ABSOLUTELY **NO SMOKING**, EITHER BY CONTESTANTS OR ANY OTHER PERSON IN GAS STOP AREA, AT ANY TIME! NO EXCEPTION! HOST CLUB WILL DESIGNATE AN AREA WELL AWAY FROM REFUELING AREA FOR THE PURPOSE OF SMOKING. TSC MARSHAL WILL HAVE AUTHORITY, BY AGREEMENT OF CLUB APPOINTED MARSHAL, TO DISQUALIFY ANY CONTESTANT OR MEMBER OF PIT CREW VIOLATING THIS RULE.

   c. Absolutely **no smoking** by anyone within 50 feet of gas trucks and/or trailers being loaded with or already loaded with contestants' gas cans. "NO SMOKING" signs are to be placed on these vehicles by the host clubs.

d. HOST CLUB SHALL DESIGNATE THE PIT CREW AREA TO BE ON THE SIDE OF THE COURSE, LEFT OR RIGHT, WHICH WILL ELIMINATE ANY REQUIREMENTS FOR ANY PERSON TO CROSS THE COURSE DURING THE TIME THAT CONTESTANTS ARE USING THE GAS STOP.

e. ALL CONTESTANTS NOT HAVING PIT CREWS WILL HAVE THEIR GAS CANS, PRE-NUMBERED, AND SITUATED ON THE SIDE OPPOSITE PIT CREWS UPON ENTERING THE GAS PIT AREA.

f. Each contestant's gas can must be numbered with the rider's number. Gas cans will be placed according to the last digit of the rider's number. (Sign example: 0, 1, 2, 3, 4, 5, 6, 7, 8, 9.)

[6. SIGNS WILL BE PREPARED BY HOST CLUB TO SIGNIFY:
a. BEGIN 5 MPH ZONE
b. END 5 MPH ZONE
c. NO SMOKING AREA
d. DESIGNATED SMOKING AREA (OPTIONAL)
e. SPECTATOR AREA
f. PIT CREW ONLY
g. NO MOTORIZED VEHICLES BEYOND THIS POINT

7. NO MOTORIZED VEHICLES WILL BE ALLOWED IN OR NEAR THE CONTESTANT'S RE-FUELING AREA. ALL ROADS, TRAILS, ETC. THAT CONTESTANTS WILL BE USING ARE TO BE KEPT CLEAR OF TRAFFIC, OTHER THAN CONTESTANTS, AT ALL TIMES.

8. Club is to provide fire extinguishers and personnel to operate them. A First Aid Kit is also recommended to be available.

XII. KNOWN CONTROLS

1. At the sponsoring club's option, any possible checkpoint position on the course may be designated as a known control. The start and finish line for the short and long course will be a known control. A rider may arrive at a known control up to 15 minutes early without penalty. The sponsoring club may or may not hold the rider until his scheduled departure time. Riders who disregard a "hold" will be penalized two points for each one minute they leave the known control early.

XIII. MILE-PER-HOUR AVERAGES/SPEED CHANGES

1. MPH averages, key times, free time, and mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

2. The sponsoring club shall have the option of changing or lowering speed averages and/or mileage changes, free time, due to inclement weather, up to the start of the Riders' Meeting. Possible **Alternate Schedule** must be posted no later than noon Saturday prior to the day of the event. Original schedule shall be classified as "Schedule A". Possible "Alternate Schedule" shall be classified as "Schedule B".

3. Mileage resets that **retard** the mileage shall not be used at TSC events. Resets cannot reset into checkpoint.

D. Standardized Scoring Procedure

[1. CONTESTANTS WILL PRESENT THEIR SCORE CARDS TO SCORING COMMITTEE MEMBERS IN A PRE-DETERMINED AREA IMMEDIATELY UPON COMPLETION OF THEIR LAST CHECKPOINT.

FAILURE TO DO SO WILL RESULT IN DISQUALIFICATION.

2. COMMITTEE MEMBER WILL SCORE CARD AND OBTAIN RIDER'S SIGNATURE UPON CONCURRENCE OF HIS OR HER SCORE.

3. IF A PROTEST IS LODGED ON A CHECKPOINT, GAS STOP DISQUALIFICATION, ETC., THE CARD WILL BE FIGURED AND SCORED "AS IS" UNTIL PROTEST DECISION IS FINALIZED BY HOST CLUB OR CIRCUIT PROTEST COMMITTEE CARD WILL BE RE-EVALUATED SHOULD THE PROTEST BE ALLOWED IN CONTESTANT'S FAVOR.

4. THE CARD WILL THEN BE GIVEN TO A THIRD COMMITTEE MEMBER AND POSTED ON POSTER BOARD IN PROPER CLASS AND WILL BE DISPLAYED IN SUCH A MANNER SO THAT SPECTATORS AND CONTESTANTS WILL BE ABLE TO VIEW RESULTS IMMEDIATELY UPON COMPLETION OF SCORING BY COMMITTEE.

5. UPON FINAL POSTING OF ALL CONTESTANTS' SCORE CARDS. A 15-MINUTE PROTEST PERIOD WILL BEGIN AND WILL BE SIGNIFIED BY A SIREN.

6. AFTER 10 MINUTES OF THE 15-MINUTE PERIOD HAVE ELAPSED, AND ALL PROTESTS AND/OR QUESTIONS HAVE BEEN RESOLVED, THE SIREN WILL BE SOUNDED TO ANNOUNCE THE TROPHY PRESENTATIONS TO BEGIN WITHIN 5 MINUTES.

A Central Scoring Committee will be appointed for the purpose of handling scoring at TSC events for member clubs. Upon written request to the Committee Chairman at least one month prior to their event, the scoring committee will handle the scoring at the enduro. The committee shall consist of a Chairman and suitable number of committee members as deemed by the scoring chairman to administer the scoring of all contestants at said TSC event.

TSC appointed Scoring Chairman:
Mrs. Karla Franklin
851 Meadowview
Crowley, TX 76036
(817) 297-9646

XVI. TIES

1. TSC clubs must provide a minimum of three lanes at the tie-breaker checkpoints.

A. Tie-Breaker

1. Definition: The same as a secret check, except that minutes and seconds or hundredths of a minute are recorded and used for breaking ties.

   a. A minumum of two tie-breaker checks must be used for the purpose of breaking tied scores for short course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a riders' due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

   b. A minimum of two tiebreaker checks must be used for the purpose of breaking tied scores for long course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a rider's due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

   c. A minimum of two tiebreaker checks must be used with at least one tiebreaker on the long course after the short course split.

2. If a tie exists for overall at close of the enduro circuit season, these ties will be broken in the following manner:
   Highest overall placement (if in top 20)
   Total number of overall wins
   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   Total number of fourth place wins
   Total number of fifth place wins
   etc.

3. If a tie exists for class at close of the enduro circuit season, these ties will be broken in the following manner:
   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   etc.

   If a tie still exists, for class placement, then tie will be broken by determining which rider has the highest overall placement (if in top 20) followed by determining which rider has the highest number of overall wins.

   If the tie **still** exists after these two methods — then two trophies will be presented for one place.

   Example: Two riders in same class tie for third place, if tie cannot be broken in the previously mentioned method, then two trophies for third place will be presented to the co-winners and no fourth place trophy will be presented. This method will be used for overall, 1st place and all class placements.

4. If two riders are tied for total points lost and both are disqualified (houred out) but one rider goes farther in distance than the other — then he or she will be considered the winner of the tie.

XVII. TRAIL MARKING

A. Turn-marking

1. Turn marking (major turns) will be designated by:
   ...one arrow prior to a turn
   ...two arrows signifying the turn
   ...one arrow after the turn

B. Mileage markers

1. Mileage markers shall be posted at least every 5 miles and every multiple of 5 miles. The sign shall have lettering of at least 8 inches placed on a 12 inch background.

2. A secondary course split sign for both short and long course shall be posted within two-tenths of a mile down the course.

3. Mileage signs must be specifically marked by loop when sections of trail are repeated or overlapped between long and short courses.

C. General

1. Trail marking will be with ribbon (surveyor's tape) of the nature as to be most visible to the enduro rider and with solid-color arrows. (Recommendation is to mark with material most visible in the geographical location and natural growth).

2. The only markers to be visible to the rider shall be those markers that constitute part of the enduro course being ridden in the enduro.

3. When laying out the enduro trail, the mileage shall be computed on one speedometer.

4. Enduros must be a minimum of fifty actual ground miles in length.

   a. All TSC events will be no less than 50 course miles for short course riders, including resets.

5. MPH averages, key times, and mileage at which speed changes will occur shall be posted at headquarters of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

6. **Danger markers** shall be placed well in advance of actual danger to alert riders. Markers shall be day-glow orange and signified by a large "X".

7. A distinctive danger marking for road crossings shall be posted before any road which is not personally controlled during the event by a club representative.

* XVIII. AWARDS

1. The number of trophies awarded in the enduro event will be determined by the number of entries in each class with a **minimum** of two trophies for each class for AA, A, B & C, Sr. Men, 16 & Under; or 10% (up to a maximum of ten) whichever is greater.

[2. Overall trophies shall be presented at all circuit events and at the end of the circuit season as follows:
   Overall "A" Men (includes over 40 long)
   Overall "B" Men
   Overall C — Short Course Riders (includes 16 and Under, 50 and over)

3. Riders who fail to pick their trophies up at an enduro shall have to forward a formal written request and a $5.00 fee to the sponsoring club to have the trophy mailed.

4. The Overall "A" State Championship Winner will receive a helmet with his name and the year of his championship painted on it to designate the Overall Winner.

5. The total number of TSC State trophies to be presented at the annual Awards Banquet will be decided based on the number of class riders that entered/competed/scored in a minimum of 30% of scheduled TSC events (rounded up):

Finishers	Trophies	Finishers	Trophies	Finishers	Trop hies	Finishers	Trophies
20	10	15	7	10	5	5	3
19	9	14	7	9	4	4	3
18	9	13	6	8	4	3	3
17	8	12	6	7	3	2	2
16	8	11	5	6	3	1	1

* MISCELLANEOUS RULES

1. No proxy votes will be allowed concerning Circuit matters.

2. TSCEC enduros may be held concurrently with AMA sponsored events.

3. Circuit rules will be provided to all affiliated clubs.

4. The total number of enduros participating in any one season shall be limited to a total of fifteen. (See Section XV, C for clarification of events to be dropped).

5. No enduro dates shall be set prior to the Summer Organization Meeting with the exception of the club hosting the annual Awards Presentation Banquet to be held in conjunction with the first event of the new season. Current circuit clubs shall have preference over new clubs applying for circuit dates.

6. The enduro season is hereby limited to the months beginning with September and ending with May. The summer organizational meeting will be held at end of each season. EXCEPTIONS MUST BE VOTED ON BY CIRCUIT COMMITTEE.

7. Enduros may not be scheduled on consecutive weekends by a sponsoring club without the approval of three-fourths majority vote by the Circuit Committee at the summer meeting.

8. A siren or other loud device may be used in the following manner:

   a. Announce rider's meeting.
   b. Announce the beginning of the 15-minute protest period prior to the trophy presentations.
   c. Signal five minutes prior to beginning of trophy presentations.
   d. Announce a "called" meeting of club representatives.
   (Signal will be four short blasts.)

9. All TSC contestants must wear protective helmet during competition.

10. TSC Chairman and Scoring Chairman shall be allowed admittance to all areas at a TSC sponsored event.

11. All TSC sponsored enduros will be operated by the Texas State Championship rulebook exclusively.

TSCEC RULEBOOK
1990-91 SEASON

The following additions, deletions, and/or changes are made to the 1990 TSCEC Rulebook. All rules not otherwise noted below remain unchanged.

I. PAGE 25: CHECKPOINTS (RULE #3) . . . ADDITION

Checkpoint signs may, at the option of the Club, be modified toinclude letters for easier identification (such as AMA rules allow).

II. PAGE 27: CLASSES (SHORT COURSE) . . . ADDITION AND DELETION

Add: Sportsman Short Course Class

All Riders (A,B,C or Age Classes), any CC placement may compete in the "Sportsman Short Course" classfor class points only. No overall points, not eligible for overall short course points or trophies. Will not transfer to 'C' or 'B'.

Delete: 16 and Under Large Wheel

Effective 09/01/90, the 16 and Under Large Wheel class is eliminated.

III. PAGE 27/28: CLASSIFICATION OF RIDERS . . . CHANGE

The mandatory advancement from one class to another is amended retro to the 1989-90 season as follows:

"C" Class advance to "B" Class:
*1st place class winners and top 5 overall winners

"B" Class advance to "A" Class
*1st place class winners and top 5 overall winners

*Exempt from advancement: all age classes, Sportsman Class

IV. PAGE 35: SCORING . . . CHANGE

Total number of enduros to be dropped during enduro season:

V. PAGE 39: AWARDS . . . CHANGE

Women's overall trophies will be eliminated at the individual enduro races. Points for overall will be accumulated by the circuit and an annual overall women's trophy will be presented by the TSCEC at the Annual Awards Banquet.

VI. MISCELLANEOUS RULES . . . CHANGE

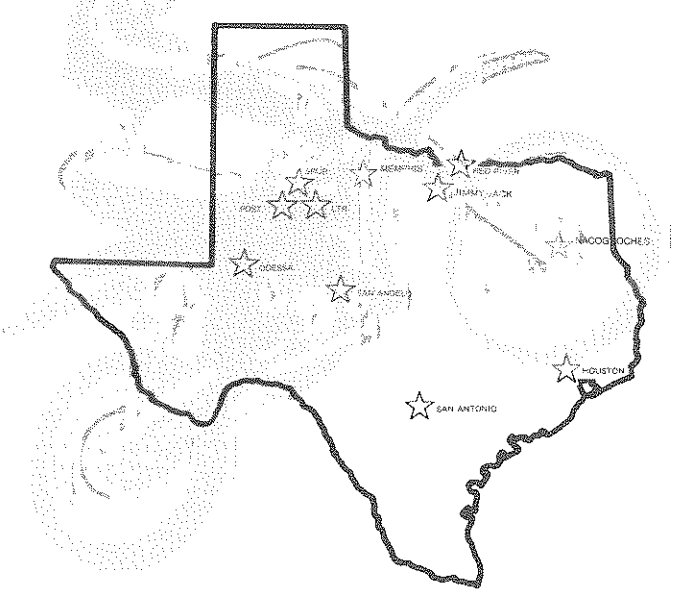
The TSCEC chairman and circuit committee will meet once every two years or as necessary. The Circuit Chairman has the option to call emergency meetings as required to handle circuit business.

TEXAS STATE CHAMPIONSHIP
ENDURO CIRCUIT
2833 Live Oak Lane
Bedford, Texas 76021

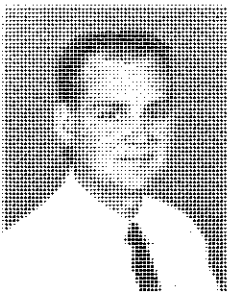
1992-93
RULEBOOK

20th YEAR OF THE TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

"ORGANIZED FOR THE TEXAS ENDURO RIDERS BY TEXAS ENDURO RIDERS"



STATE CHAMPION MEN'S "A"



TODD HARRIS
ODESSA

STATE CHAMPION MEN'S "B"

GREG FRADY
LEWISVILLE

STATE CHAMPION SHORT COURSE

STAN SIMPSON
SAN ANTONIO

STATE CHAMPION WOMEN

ALICE BENOY
NACOGDOCHES

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
20TH CONSECUTIVE YEAR
1992 - 1993 SEASON SCHEDULE

Sept. 6 — Trailblazers Enduro
5601 Bonnie Wayne
Fort Worth 76117
Stephen Griner (817) 485-3991

Sept. 20 — Houston Enduro
TRH, Inc.
Houston 77277
Ed Keely (713) 568-2623

Oct. 11 — Cycleland Enduro
1329 University Drive
Nacogdoches 75961
Bob McKnight (409) 564-1619

Oct. 25 — Memphis Enduro
P.O. Box 9251
Amarillo 79105
Rick Higgins (806) 373-3051

Nov. 8 — Red River Enduro
909 Kathryn
Burkburnett 76354
Larry Rousseau (817) 569-0727

Nov. 22 — Boondockers Enduro
P.O. Box 2231
Lubbock 79408
Ken Grant (806) 792-6921

Jan. 25 — PBMA @ Odessa
401 E. 45th
Odessa 79762
Jeff Foreman (915) 367-2903

Feb. 20 — Lubbock Enduro Day 1
Feb. 21 — Lubbock Enduro Day 2
P.O. Box 1012
Lubbock 79408
David Nix (806) 797-9049

Mar. 7 — Sidewinders Enduro
6314 Cornplanter
San Antonio 78238
Vernon Markworth (512) 681-3894

Mar. 21 — Concho Enduro
1201 E. 12th
Sweetwater 79556
Elaine Wyatt (915) 235-2877

Apr. 4 — Post Enduro @ Turkey
3433 59th
Lubbock 79413
A.C. Wimberly (806) 792-3677

TEXAS STATE CHAMPIONSHIP

ENDURO CIRCUIT

1992-93 OFFICIAL RULEBOOK

ENDURO

Definition: A contest where speed is not the determining factor and where a timed, mile-per-hour average and schedule has to be maintained through secret checkpoints. It is conducted over little used roads, trails, foot-paths, and all other types of terrain (off-road) which can be negotiated by the motorcycle or the muscular energy and strength of the rider. The object is to lose the least number of points based on average mile-per-hour speed and calculated time elapsed between checkpoints.

Published by the Texas State Championship Enduro Circuit,

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT RULEBOOK
INDEX

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
APPOINTED 1992

Stan Simpson
PRESIDENT

P.O. Box [illegible]
Schertz, TX 78154
1-800-232-1236

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1973 - 1992

Roy E. Pool
CHAIRMAN EMERITUS

The Texas State Championship Enduro Circuit (TSCEC), was founded in 1973 by Roy and Lynett Pool. Prior to the TSCEC, Enduro's were held on a local basis with no coordination between motorcycle clubs.

Roy organized clubs across the state and created an annual schedule of events. Roy and Lynett worked over the years to improve Enduro riding in Texas and kept the circuit functioning to the enjoyment of thousands of riders. Their dedication and innovative ideas which are unique to this circuit such as: organizing the gas stops to ensure safety, a standardized scoring system, pictures of all riders who achieve top honors, a record of the circuit history. Because of their efforts, Texas Enduros now operate on a standardized basis and riders are recognized state wide, as well as nationally, for their accomplishments.

When neighboring groups of riders decided to organize other Enduro circuits, Roy assisted them in getting started. The original Black Jack, High Plains and Rocky Mountain circuits were started with Roy's advice and counsel.

Roy served as TSCEC circuit chairman for the first 19 years with Lynett providing the needed support to keep things going. In 1992 Roy "passed the baton" for responsibility of the circuit to Stan Simpson of San Antonio. At the 1992 summer organizational meeting the member club representatives gave Stan the title of TSCEC president and Roy was elected Chairman Emeritus.

Roy and Lynett are both TSCEC Hall of Fame members based on their qualifying accomplishments as outstanding Enduro riders. Lynett retired from active riding in 1977. As of this writing in 1992 Roy is still riding all circuit events.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
RULEBOOK

PURPOSE

The purpose of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT is to **develop a system of competitive enduros in Texas** and **for Texas residents only** whereby a point accumulation process will enable an annual overall winner and subsequent placements to be recognized plus grand overall champions male and female.

INTENT

The intent of TSCEC enduros will be to perpetuate enduro riding and develop new enduro riders. This can best be accomplished by proper use of these guidelines and the events being oriented to the average rider, while having a portion of the event to test the championship caliber rider. The rest of the event should give the average rider a moderate challenge. The sponsoring club should keep in mind that rider development and perpetuation are highest when the event is a rewarding challenge and not a frustrating obstacle.

ORGANIZATION

The organization of the TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT shall consist of a Chairman, a Circuit Committee consisting of two representatives from each affiliated club, and the affiliated clubs as admitted by the Circuit Committee. The Circuit Committee shall meet every two years, or as needed, for the purpose of agenda, rule additions, deletion and/or changes, and to conduct any matter of general business that may be appropriately handled by the Committee. A quorum of not less than sixty percent of the currently affiliated clubs shall be deemed necessary toconduct business. The Committee shall be the final authority for the purpose of conducting business.

FINANCIAL

The operational expenses of the TSCEC shall be derived from the Texas enduro riders through an entry assessment of $3.50 per rider in each affiliate enduro. All revenue contributed by the enduro riders through the entry assessment shall be used for the operation of the Circuit. Affiliated enduro clubs are not responsible to contribute any monies to the TSCEC for the purpose of the TSCEC operational expenses. The Circuit Chairman or his appointed delegate shall provide a financial report to the affiliated clubs at the Circuit Committee meeting.

CHAMPIONSHIP RECOGNITION

At the end of each season's circuit enduros, the points shall be tallied to determine overall and class placements. On an alternate basis an annual Awards Banquet shall be held to recognize and award prizes and trophies to the winners. The location of the banquet will alternate between locations and will be held concurrently with the first enduro scheduled in September of the new season.

LEGISLATIVE FUND:

The 1976-77 TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT committee voted unanimously in favor of forming a "Legislative Committee" for the purpose of voicing our dissatisfaction with unfair land closures or any other act that inhibits the use of land to off-road vehicles. The Legislative Committee will consist of one representative from each participating TSC enduro club and a committee chairman. **Each club in the Texas circuit is required to put a space on its entry form for contestant's donation** of one dollar or more per enduro to a Circuit Legislative Fund, to be administered by the Legislative Committee members.

Disbursements should be at the discretion of the Committee and should be used to fight land closures or any other act that may inhibit the use of public or private lands. Such disbursements should not necessarily be limited to areas within the state of Texas, but should rather be used in any area in which Texas riders have an interest. Because swift action might sometimes be required in order to be effective, the Chairman should be allowed to act solely at his discretion and should report any disbursements to all member clubs.

TEXAS CHAMPIONSHIP ENDURO CIRCUIT HISTORY

Early 1973: Circuit was formed by Roy Pool in cooperation with various Texas enduro clubs.

1973/74: 1st year 10 clubs sponsored enduros: the average number of entries was 200: 250 attended the Awards Banquet which was hosted by the Gulf Coast Trail Riders in Woodville, Texas.
Men's Overall: Charles Bishop (Yamaha), Houston
Women's Overall: Lynett Pool (Yamaha), Euless
100cc-1st: E.W. Bryan; 125cc-1st: Jimmy Hill; 200cc-1st: Milton Wendrock; 250cc-1st: Mike Davis; Open-1st: Roy Pool; Women-1st: Carol Jones.
TSC Chairman: Roy Pool, Euless.
Best Club: Lubbock Trail Riders, Inc.
TSC Master of Ceremonies: Roy Pool, Euless.

1974/75: 2nd year 13 clubs sponsored enduros: the average number of entries was 350: 400 attended the Awards Banquet hosted by the Odessa Permian Basin Club in Crane.
Men's Overall: Henry Bostick (Penton), Dallas
Women's Overall: Bettye Hayes (Yamaha), Fort Worth
100cc-1st: Jim McCartney; 125cc-1st: Eddie Brasher; 200cc-1st: Milton Wendrock; 250cc-1st: C.A. Roberts; Open-1st: Jack Henry; Women-1st Lynett Pool.
TSC Chairman: Roy Pool, Euless.
Best Club: Lubbock Trail Riders, Inc.
TSC Master of Ceremonies: Chuck Spaugh, Lubbock.

1975/76: 3rd year 12 clubs sponsored enduros: the average number of entries was 450. Over 700 attended the Awards Banquet hosted by Troy Taylor and Jimmy Fotjik in Rockne.
Men's Overall: Perry Davis (Penton), Irving
Women's Overall: Lynett Pool (Yamaha), Euless
100cc-1st: Glenn Allison; 125cc-1st: Jerral McDonald; 200cc-1st: Eddie Brasher; 250cc-1st: Mike Bradshaw; Open-1st: Jack Henry; Women-1st: Lynda Brady; Sr. Men-1st: Jack W. Moss, Sr. A trophy and plaque were presented to the **first entrant** into the **Texas Hall of Fame,** Lynett Pool, for winning two overall championships in the TSCEC.
TSC Chairman: Roy Pool, Euless.
Best Club: Concho Club of San Angelo;et TSC Master of Ceremonies: Chuck Spaugh, Lubbock.

1976/77: 4th year 12 clubs sponsored enduros: the average number of entries was 550. The Awards Banquet was hosted by the Lubbock Trail Riders in Post, Texas.
State Champion-Men's A: Henry Bostick (Penton), Dallas
State Champion-Men's B: Bruce Rose (Honda), Fort Worth
State Champion-Women: Lynett Pool (Can-Am), Euless
A total of 139 trophies were presented to winners in "A" and "B" classes plus Sr. Men and 16 & Under. A trophy and plaque were presented to Henry Bostick honoring him as the **second entrant** into the **Texas Hall of Fame.**
The TSC Legislative Fund was established for the purpose of voicing our dissatisfaction with unfair land closures or any other act that prohibits the use of land to off-road vehicles. Chairman: Bob Brownlee.
TSC Chairman: Roy Pool, Euless
Best Club: Terlingua (Barrick Watts/Glenn Pepper) TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.

1977/78: 5th year 11 clubs sponsored enduros: the average number of entries was 550. The Awards Banquet was hosted by the Trail Riders of Houston.
State Champion-Men's A: Don Sanford (Honda), Odessa
State Champion-Men's B: Guy Burkhart (Husky), Houston
State Champion-Women: Laverne Phillips (Suzuki), Abilene
The **Hall of Fame** plaque was presented to Lubbock Trail Riders Club for being chosen twice by TSC riders as the best all-around enduro club in 1973-74 and 1974-75.
TSC Chairman: Roy Pool, Euless.
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth

TSC Scoring: Lynett Pool, TSC Gas Marshal: Shirley Tate, TSC Legislative: Bob Brownlee.
Brasher Award for "Rookie of the Year": Paul Johnson
Trailblazer Challenge Team Winner: "A" Jack Moss, Eddie Brasher, Glenn Terry, "B" Jim Foster, Coleman, T. Miera.
Best Club: (three-way tie) Fort Hood, Terlingua, Trailblazer (Thurber).

1978/79: 6th year — 10 clubs sponsored enduros: the average number of entries was 450. The Awards Banquet was hosted by the Fort Hood Dirt Riders in Kileen, Texas.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Andrew Cooksey (Maico), Arlington
State Champion-Women: Phyllis Hayes (Suzuki), Fort Worth
Perry Davis was presented a trophy and plaque recognizing him as the third member to be inducted into the **Texas Hall of Fame.**
TSC Chairman: Roy Pool, Euless.
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
TSC Scoring: Janeva Tuell, TSC Legislative: Bob Brownlee.
Brasher Award "Rookie of the Year": Greg Odom, Pampa
Trailblazer Challenge Team Winners: "A" Jack Moss, Eddie Brasher, Glenn Terry; "B" B. Blair, K. Watkins, R. Sides
Best Club: Trailriders of Houston "Caney Creek"

1979/80: 7th year — 13 clubs originally planned to sponsor enduros (San Angelo was cancelled due to land closure); average number of entries: 383. The Awards Banquet was hosted by the Fort Hood Dirt Riders Association for the second year in Killeen, Texas on September 6, 1980.
State Champion-Men's A: Perry Davis (Maico), Irving
State Champion-Men's B: Ray Don Leatherwood (Suzuki), Childress
State Champion-Women: Linda Engeling (Suzuki), Austin
TSC Chairman: Roy Pool, Euless.
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
TSC Legislative Chairman: Dave Meers, TSC Scoring Chairman: Linda Rulau
Trailblazer Challenge Team Winners: "A" Bob Mohr, Will Hendrix, Bill Pando; "B" Rich Briggs, Norman Delamar, Jim Brown.
Brasher Award "Rookie of the Year": Bobby Pickard
1979-80 Best Club Award: Fort Worth Trailblazers

1980/81: 8th year — 14 clubs sponsored enduros: average number of entries was 350. The eighth annual awards banquet was hosted by the Fort Worth Trailblazers on September 5, 1981.
State Champion-Men's A: Perry Davis
State Champion-Men's B: Harold Boyce, Jr.
State Champion-Women: Brenda Pratt and Debra Stowe (tie)
State Champion-C class: Tim Randolph
TSC Chairman: Roy E. Pool, San Antonio
TSC Legislative Chairman: Dave Meers, Irving
TSC Scoring Chairman: Linda Rulau, Houston
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth.
Trailblazers Challenge Team Winners: "A" Bob Mohr, Euless; Will Hendrix, Austin; Leo Anderson, Austin. "B" Dale Little, Fort Worth; Sam Womack, Fort Worth; Charles Campbell, Fort Worth.
Brasher "Rookie of the Year": Harold Boyce Jr.
1980-81 Best Club Award: "Concho Enduro" San Angelo, Texas
Hall of Fame: The Concho Enduro successfully completed two enduros which the top riders of Texas voted as the year's best overall enduro. The first win was for the enduro season of 1976-76. With their second win in 1980-81 Concho became the second club to win this honor.

1981/82 9th year — 13 clubs sponsored enduros: average number of entries was 380. The ninth annual awards banquet was hosted by the Amarillo Track & Trail Riders in Memphis on September 4, 1982.
State Champion A: Joe Dixon, Abilene (189 points)
State Champion B: Donnie Westfall, Amarillo (180 points)
State Champion C: Ryan Rodeberg, Dallas (180 points)
Women's State Champion: Debbie Denman, Arlington (187 points)

Trailblazer Challenge Team B: Nick Norman, Larry Upchurch, Sam Womack.
Sidewinder Challenge Team C: John Gray, Mike Olson, Don Klinker
Brasher "Rookie of the Year" Award: Michael Richmond.
1984-85 Best Club Award: Lubbock Trail Riders

1985/86: 13th year — 11 clubs sponsored endoros: average number of entries was 382. The thirteenth annual awards banquet was hosted by the Amarillo Track & Trail Sportsriders in Memphis, Texas on August 30, 1986. The Memphis Cottonboll Enduro followed on August 31, 1986.
State Champion A: Zack Elkins, Lubbock (Can-Am)
State Champion B: Johnny Jones, Bastrop
State Champion C: Mark Goertz, Red Rock (KTM)
State Champion Women: Chrissa Douglas, Burleson (Yahama)
TSC Chairman: Roy E. Pool, Bedford
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
Trailblazer Challenge Team A: Will Hendrix, James Willet, Roy Pool
Trailblazer Challenge Team B: John Gray, Mike Olson, Kyle Dubberke
Sidewinder Challenge Team C: James Naler, Randy McCool, Greg Frady
Brasher "Rookie of the Year": Todd Harris.
1985-86 Best Club Award: Red River Enduro Club.

1986/87: 14th year — 12 clubs sponsored enduros: average number of entries 365. The fourteenth annual awards banquet was hosted by the River City Enduro Riders at Rockne, Texas on Spetember 12. The Rockne Enduro followed on Sunday, Sept. 13.
State Champion A: Michael Richmond, Euless (KDX)
State Champion B: Brian Otto, Gainesville (KDX)
State Champion C: Mike Looney, Rowlett (Honda)
State Champion Women: Chrissa Douglas, Burleson (Yamaha)
TSC Chairman: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Referee: Jack Henry, Odessa
TSC Scoring Chairman: Shirley Miles, Amarillo
STC Gas Marshal: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Will Hendrix, Roy Pool, James Willett
Trailblazer Challenge Team C: Jimmy Jones, Milton Wendrock, Darrell Warneck
Brasher "Rookie of the Year": John Jones
1986-87 Best Club: Boondocker/Lubbock
Hall of Fame inductees: Milton Wendrock, Jack Henry, Chrissa Douglas.

1987/88: 15th year — 13 clubs sponsored enduros: average number of entries 307. The 15th annual awards banquet was hosted by the Sidewinders Enduro Club of San Antonio at String Prairie, on August 27th.
State Champion A: Michael Richmond, Euless
State Champion B: Mike Wilson, Borger
State Champion C: Larry Crane, Garland
State Champion Women: Carol Jones, Port Neches
TSC Chairman: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Referee: Will Hendrix, Austin
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Gas Marshall: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Greg Koetter, Larry Rousseau, William Pearson
Trailblazer Challenge Team B: Darrell Waneck, Frank Wendrock, Jr., Thomas Townsend
San Antonio Challenge Team C: James Naler, Dave Meers, Don Bruner
Hall of Fame Michael Richmond (2 overall wins), Carol Jones (5 class wins)
1987-88 Best Club: Red River Enduro Club
Brasher "Rookie" of the Year: Brian Otto

1988/89: 16th year — 15 clubs sponsored enduros: average number of entries 230. The 16th annual awards banquet was hosted by the Trailriders of Houston at Caney Creek on September 2nd.
Best Enduro: Cycleland
State Champion A: Todd Harris, Odessa/Suzuki 250)
State Champion B: Larry Crane, Ft. Worth (Kawasaki 250)
State Champion C: Joey Houghton, Gainesville (Honda 250)
State Champion Women: Joann Beard, Lubbock (KTM 125)
TSC Chairman: Roy E. Pool, Bedford
TSC Master of Ceremonies: Marvin Youngblood, Fort Worth
TSC Scoring Chairman: Shirley Miles, Amarillo
TSC Gas Marshall: Carol Webb, Fort Worth
Trailblazer Challenge Team A: Barry Franklin, Buddy Hutchison, John Gray
Trailblazer Challenge Team B: Stephen Griner, Ken Watkins, Larry Crane
San Antonio Challenge Team C: Joey Houghton, Brian SDtorrie, Josh Whitaker
Brasher "Rookie of the Year": John Gray

1989/90: 17th year — 13 clubs sponsored enduros: average number of entries was 202. The seventeenth annual Awards Banquet was hosted by the Red River Dirt Riders at Muenster, Texas.
Overall Men's 'A': Todd Harris, Odessa
Overall Men's 'B': Josh Whitaker, Plano
Overall Men's 'C': Haydn Franklin, Crowley
Overall Women: Becky Woodell, Lubbock
TSC Chairman: Roy Pool, Bedford
TSC Scoring Chairman: Karla Franklin, Crowley
TSC Hall of Fame: Todd Harris (2 Overall wins)
Best Club: San Antonio "Sidewinders"
Brasher "Rookie of the Year": Larry Crane
Trailblazer Team A: B. Franklin, L. Crane, S. Griner
Trailblazer Team B: J. Houghton, J. Pearson, J. Whitaker
Sidewinder Team C: Don Burner, Haydn Franklin, J. Kollmeier
Master of Ceremonies: Marvin Youngblood, Fort Worth

1990/91: 18th year — 13 clubs sponsored enduros: average number of entries was 213. The 18th annual Awards Banquet was sponsored by the Fort Worth Trailblazers at Muenster, Texas.
Overall 'A': Todd Harris, Odessa (AA Class)
Overall 'B': Rick Marburger, Dallas (250 B Class)
Overall 'C': Stan Simpson, San Antonio (Over 50 Class)
Overall Women: Bonnie Phillips, Cypress (Women A Class)
TSC Chairman: Roy Pool, Bedford
TSC Scoring Chairman: Karla Franklin, Crowley
TSC Hall of Fame: Todd Harris (3 Overall wins)
Best Club: Concho/San Angelo
Brasher "Rookie of the Year": Josh Whitaker
Trailblazer Team A: Terry Maxwell, Jack Henry, Todd Harris
Trailblazer Team B: J. Kollmeier, H. Franklin, R. Watson
San Antonio Team C: Bill Pando, Wendell Alumbaugh, Will Hendrix
Master of Ceremonies: Marvin Young, Fort Worth

1991/92: 19th year — 11 clubs sponsored enduros: average number of entries was 170. The 19th annual Awards Banquet was sponsored by the Fort Worth Trailblazers at Muenster, Texas.
Overall 'A': Todd Harris, Odessa (AA Class)
Overall 'B': Greg Frady, Lewisville (125 B Class)
Overall 'C': Stan Simpson, San Antonio (Over 50 C Class)
Overall Women: Alice Benoy, Nacogdoches (Women B Class)
Trailblazer Team A: B. Hutchison, H. Franklin, B. Franklin
Trailblazer Team B: N. Delamar, R. Watson, M. Franklin
Sidewinder's Team C: W. Hendrix, W. Alumbaugh, B. Pando
TSC Chairman: Roy Pool, Bedford
TSC Scoring Chairman: Karla Franklin, Crowley
TSC Master of Ceremonies: Marvin Youngblood, Ft. Worth
Best Enduro: To Be Announced
Brasher "Rookie of the Year": To Be Announced

HISTORY TRIVIA

The following riders were taken from the Top Ten Overall "A" Class riders during each c the previous TSCEC seasons:

Top 10 Overall "A" Men

Barry Franklin	168 pts.
Roy Pool	137 pts.
Jack Henry	132 pts.
Perry Davis	117 pts.
Joe Dixon	109 pts.
Todd Harris	136 pts.
Walter Birchfield	107 pts.
Zack Elkins	90 pts.
Henry Bostick	81 pts.
Eddie Brasher	79 pts.

Top 10 Overall "A" Women

Carol Jones	175 pts.
Laverne Phillips	115 pts.
Bonnie Phillips	111 pts.
Lynett Pool	110 pts.
Brenda Pratt	107 pts.
Karen Wiggins	102 pts.
Linda Engeling	89 pts.
Phyllis Hayes	84 pts.
Anita Jones	84 pts.
Rita Rogers	81 pts.
Cherie Wiggins	76 pts.

The following are class "A" riders with the most Overall wins during the previous TSC seasons

Most Overall Wins — Men

Perry Davis	4
Todd Harris	4
Zack Elkins	3
Henry Bostick	2
Michael Richmond	2
Joe Dixon	1
Charles Bishop	1
Don Sanford	1
Mike Collins	1

Most Overall Wins — Women

Lynett Pool	3
Brenda Pratt	*2
Chrissa Douglas	2
Bettye Hayes	1
Debra Stowe	*1
Karen Wiggins	1
Linda Engeling	1
Debbie Denman	1
Lynda Brady	1
Laverne Phillips	1
Phyllis Hayes	1
Carol Jones	1
Joann Beard	1
Becky Woodell	1
Bonnie Phillips	1
Alice Benoy	1

TSC Banquet Consecutive Attendance

Roy Pool	19
Lynett Pool	19
Dave Meers	19
Eddie Brasher	19

Tied One

Most First Place Class Wins Men

Jack Henry	8
Roy Pool	6
Perry Davis	5
Milton Wendrock	5
Todd Harris	5
Steve Whitworth	4
Joe Dixon	4
Zack Elkins	4
Eddie Brasher	3
Leo Anderson	3
Bobby Pickard	3
Ed Allen	3
Michael Richmond	3

Most First Place Class Wins Women

Lynett Pool	5
Carol Jones	5
Brenda Pratt	4
Karen Wiggins	3
Bettye Hayes	2
Phyllis Hayes	2
Linda Engeling	2
Chrissa Douglas	2
Elaine Wyatt	2
Debbie Denman	1
Debra Stowe	1
Laverne Phillips	1
Cherie Wiggins	1
Kathy Harlan	1
Bonnie Phillips	1

Consecutively attended and/or rode TSCEC enduros

	Years
Roy Pool	16
Barry Franklin	11
Karla Franklin	11
David Reaney Jr.	10
Kenny Otto	10
Will Hendrix	9
Bob Mohr	9
Lynett Pool	7
Brenda Phifer	7
Perry Davis	7
Chris Hardy	7
Gary Webb	7

	Years
Wendy Wendrock	6
Mike Braswall	6
Janet Willett	6
Henry Bostick	5
Frank Wendrock	5
Rita Rogers	5
Ray Rogers	5
Dave Meers	4
Bill Pearson	4
Eddie Brasher	4
Gayle Brasher	4
Charles Greer	4

Clubs sponsoring TSCEC Enduros
Sweeney M-C Club, Sweeney — (1973-75)
Stump Jumper M-C, Ft. Worth — (1973-77)
Fort Hood M-C, Fort Hood — (1973-88)
Trail Rider of Houston, Houston — (1973-)
Lubbock Trail Riders, Post — (1973-)
Rockne Enduro, Rockne — (1973-78)
Odessa Permian Basin Odessa — (1974-)
Muenster Jaycee's, Muenster — (1974-75)
Gulf Coast Club, Woodville — (1974-75)
Fort Worth Trailblazers, Ft. Worth — (1974-)
Sidewinder Enduro, San Antonio — (1974-)
Amarillo Track & Trail, Amarillo — (1974-89)(1990-)
Concho Enduro/San Angelo — (1975-)
Southwest Sport, Cleveland — (1975-76)
Cinco De Mayo, McAllen — (1975-76)
Et Cetera, New Waverly — (1975-76)
Childress Enduro, Childress — (1976-78)
Terlingua Enduro, Terlingua — (1977-82)
T.E.A. (Port Neches) — (1974-79)
Bridgeport Enduro, Bridgeport — (1979-85)
Highgrove Enduro, Rockne — (1979-80)
Post Enduro, Post — (1979-)
River City Enduro, Rockne — (1980-89)
Scottsville Enduro, Scottsville — (1981-83)
Red River Enduro, Muenster — (1981-)
Top O Texas Enduro, Pampa — (1988-)
Cycleland Enduro, Nacogdoches — (1989-)
Lubbock Boondockers — (1986-)

TEXAS ENDURO HALL OF FAME

The Hall of Fame was established after the 1975-1976 season to recognize those who achieve an outstanding level of performance. The governing rules provide for individuals as well as member clubs to be admitted into the TSCEC Hall of Fame.

Rules for selection of individuals into the TSCEC Hall of Fame:

1. Two or more men's or women's season overall "A" championships. In the event of a single combined women's class, no women's overall "A" champion will be declared for the purpose of admission requirements into the Hall of Fame.
2. Five or more first place wins from any of the men's or women's "A" classes. A men's or women's season overall "A" championship can be counted as a first place "A" class win for the purpose of this rule. In the event of a single combined women's class, the combined women's class first place winner may count this class win toward the five required for admission into the Hall of Fame.
3. By at least three fourths (3/4), affirmative vote of the member clubs and the president of the TSCEC, a "deserving" individual may be voted into the Hall of Fame as an honorary member. The criteria for recommendation is left to the member clubs and the president, but should be based on the individuals significant contribution to the success and "folklore" of the TSCEC.
4. Ties do not qualify for meeting Hall of Fame requirements.

Rules for selection of member clubs into the TSCEC Hall of Fame:

1. Two or more times being chosen by a majority vote of the season end final top riders in each class, as the club holding the "Best Enduro" for the just complete season. The number of riders from each class participating in the voting will be determined by the TSCEC president based on the number of Enduro's they attended.

LYNETT POOL (Yamaha 175)
Bedford, Texas
First member of the Hall of Fame for winning two or more overall state championships. She won in 1973-74, 1974-75, 1975-76, 1976-77. Lynett retired in 1977.

HENRY BOSTICK (250 Penton)
Dallas, Texas
Second member of the Hall of Fame, winning the overall state championship in 1974-75 and 1976-77. Henry retired in 1978.

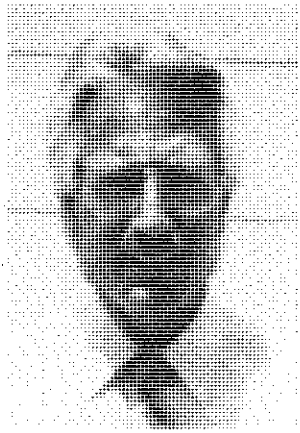
PERRY DAVIS (Penton 250 and Maico Open)
Irving, Texas
Third member of the Hall of Fame and the only man ever to win four overall state championships. Perry won in 1975-76, 1978-79, 1979-80, 1980-81. He retired in 1982.

ROY E. POOL
Bedford, Texas
First rider to be inducted in the Hall of Fame for winning five or more first place class titles: 1973-74 (Open A, Yamaha 360), 1977-78 (200 A, Yamaha 175), 1978-79 (200 A, Yamaha 175), 1979-80 (200 A, Yamaha 175), 1980-81 (200 A, Yamaha 175), 1982-83 (200 A, Yamaha 175) At 54 years of age, Roy entered the "AA" Class for placing in the top 5 overall A Class in 1986-87.

ZACK ELKINS (CanAm 250)
Lubbock, Texas
Fourth member of the Hall of Fame. Zack won the overall state championship in 1982-83, 1983-84 and 1985-86. He qualified and participated in the International Six Days Enduro in Czechoslovakia in 1982, winning a bronze medal.

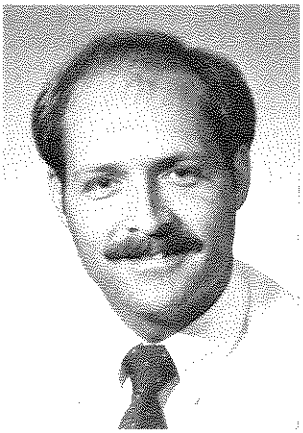
BRENDA PRATT (Yamaha 200)
Fort Worth, Texas
Fifth member of the Hall of Fame. Brenda tied for the overall women's championship in 1980-81 and won the overall title in 1982-83 and 1983-84.

MILTON WENDROCK (Honda, Kawasaki)
San Antonio, Texas
Sixth member of the Hall of Fame. "Windy" is the second rider to enter for winning five or more first place class titles: 1973-74 (200A), 74-75 (200A), 83-84 (200A), 84-85 (50 + over), 86-87 (50 + over).



JACK HENRY (KTM, Husky)
Odessa, Texas
Seventh member of the Hall of Fame. Jack is the third rider to enter for winning five or more first place class titles: 1974-75 (Open A9, 75-76 (Open A9, 81-82 (Open A), 84-85 (Open A), 86-87 (40 + over A).

CHRISSA DOUGLAS (Yamaha 200)
Burleson, Texas
Eighth member of the Hall of Fame. Chrissa won the women's overall state championship in 1985-86 and 1986-87.



MICHAEL RICHMOND
Euless, Texas
Ninth member of the Hall of Fame. Michael won the Men's A Overall in 1986-87 and 1987-88.

CAROL JONES
Port Neches, Texas
Tenth member of the Hall of Fame. Carol won five first place class wins in the Women's A in: 73-74 (Women A), 84-85 (Sr. Women), 85-86 (Sr. Women), 86-87 (Women A), 87-88 (Overall Women).

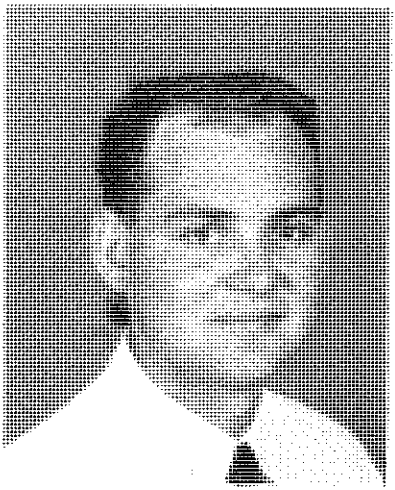
TODD HARRIS
Odessa, Texas
1986 TSCEC Rookie of the Year
1987 Member of ISDE Team Poland
1988 Member of ISDE Team France (Silver Medal)
1989 Member of ISDE Team German (Silver Medal) (Team Silver Vase)
1988 thru 1992 TSCEC Men's A Overall Champion

HONORARY HALL OF FAME

MARVIN YOUNGBLOOD

For the work and service that Marvin has provided to the TSCEC for sixteen years as the Master of Ceremonies at the annual Awards Banquet.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS



OVERALL A

TODD HARRIS
Kawasaki 250
Odessa

1984-85 250 B
1986-87 AA
1987-88 AA
1988-89 OVERALL A
1989-90 OVERALL A
1990-91 OVERALL A
1991-92 OVERALL A

OVERALL B

GREG FRADY
Kawasaki 125
Lewisville

1991-92 OVERALL B

OVERALL A

Todd Harris.....191
Larry Crane.....180
Haydn Franklin.....174
Barry Franklin.....173
Randy Frady.....162
Josh Whitaker.....143
Stephen Griner.....125
Chad Carlisle.....117
Andres Cooksey.....105
Rick Higgins.....93

OVERALL B

Greg Frady.....182
Chris Denney.....164
Randy McCool.....157
Brad Raff.....142
Phillip Hoepfner.....121
Robert Stewart.....110
Pat Welch.....108
Joe Medaris.....107
Jeff Atwell.....106
Bobby Paige.....100

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

OVERALL C

STAN SIMPSON
Honda 600
San Antonio

1989-90 OVER 50 C
1990-91 OVERALL C
1991-92 OVERALL C

OVERALL WOMEN

ALICE BENOY
Yamaha 200
Nacogdoches

1991-92 WOMEN OVERALL

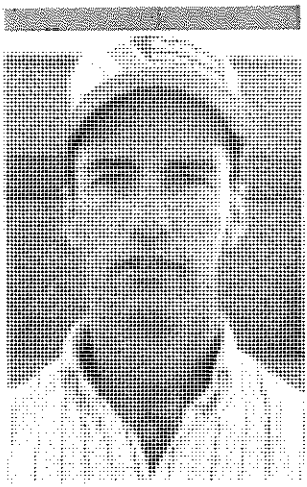
OVERALL C

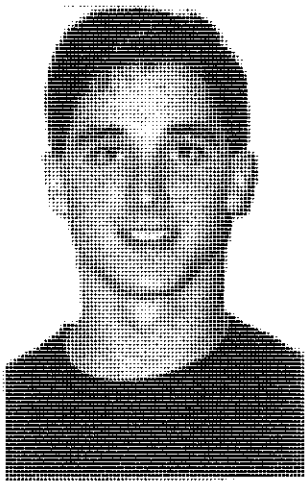
Stan Simpson.....175
Kenny Otto.....159
Roy Pool.....156
Kenneth Smith.....119
Will Hendrix.....117
Nelson Newton.....116
Frank Young.....110
Uwe Hale.....104
Michael Gautreau.....92
Alvin Sharp.....87

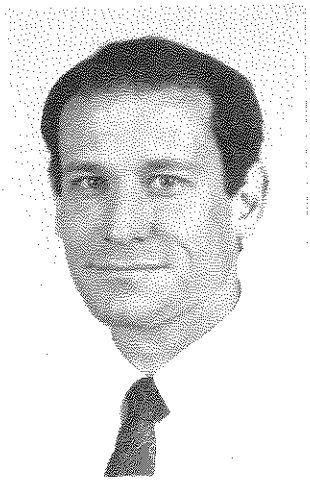
WOMEN OVERALL

Alice Benoy.....169
Elaine Wyatt.....91
Minnie Perry.....88
Kelley Sikes.....51
Debbie Pinkston.....39
Bonnie Phillips.....34
Hazel Hoepfner.....26
Julie McMahan.....24
Rachel Clark.....23
Karen Burnett.....15

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS







AA

LARRY CRANE
KTM 250
Grand Prairie

1986-87 OVERALL C
1988-89 OVERALL B
1989-90 250 A
1990-91 AA
1991-92 AA

125 A

BRIAN STORRIE
Kawasaki 125
Denton

1986-87 16 & UNDER
1987-88 16 & UNDER
1988-89 125 C
1989-90 125 A
1991-92 125 A

200 A

ANDREW COOKSEY
Kawasaki 200
Coppell

1978-79 OVERALL B
1988-89 250 A
1991-92 200 A

AA

Larry Crane.....203
Randy Frady.....193
Chuch Worley.....156
Rick Higgins.....149
Walter Birchfield.....37

125 A

Brian Storrie.....187
Archie Taliaferro.....178
Duane Badgley.....012
Carol Clapsaddle.....95
Dean Eversole.....54
Frank Ford.....47
Joey Houghton.....40
Johnny Malone.....20
Warren Rulau.....20
Frans Deweers.....20

200 A

Andrew Cooksey.....192
Buddy Hutchison.....184
Larry Rousseau.....173
Brian Otto.....145
David Koontz.....131
Jon Kolbensvik.....114
Marc Fantich.....109
Michael Richmond.....76
Roger McKnight.....73
Kim Sharp.....64

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

250 A

HAYDN FRANKLIN
KTM 250
Crowley

1989-90 OVERALL C
1990-91 125 B
1991-92 250 A

OPEN A

BARRY FRANKLIN
KTM 300
Crowley

1983-84 OPEN A
1985-86 AA
1991-92 OPEN A

OVER 40 A

JACK HENRY
KTM 300
Odessa

1974-75 OPEN A
1975-76 OPEN A
1981-82 OPEN A
1984-85 OPEN A
1986-87 OVER 40 A
1987-88 OVER 40 A
1988-89 OVER 40 A
1991-92 OVER 40 A

250 A

Haydn Franklin	198
Josh Whitaker	190
Chad Carlisle	182
Jeff Foreman	163
Jeff Kollmeier	138
Terry Maxwell	114
R. Kirkpatrick	114
Tate Lair	95
Joey Houghton	89
Gordon Gabert	76

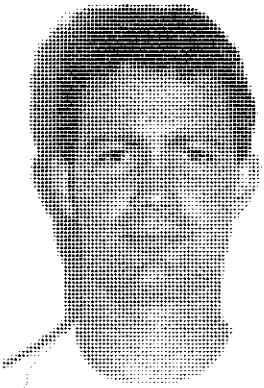
OPEN A

Barry Franklin	201
Stephen Griner	188
Gordon Austin	98
Ronnie Warton	86
Donnie Evans	85
Eric Neher	69
Doug Cunningham	68
Terry Bainbridge	55
Curtin White	49
Keith Stowers	48

OVER 40 A

Jack Henry	199
Bob McKnight	156
Terry Hoak	110
Dwight Chase	61
Ken Clark	49
Hank Novak	39
Sandy Pinkston	38
David Powell	30
Joe Dixon	20
Nick Nickelson	20

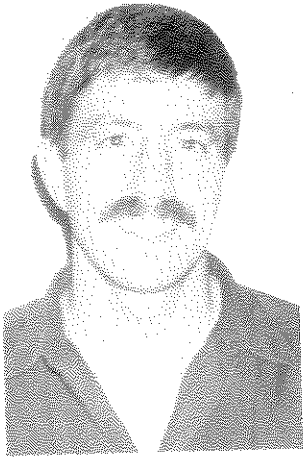
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS



125 B

BRAD A. RAFF
Yamaha 125
Odessa

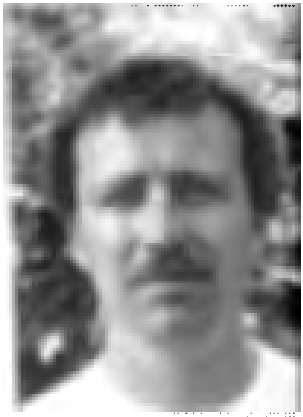
1991-92 125 B



200 B

RICK WATSON
Kawasaki 200
Flower Mound

1991-92 200 B



250 B

CHRIS DENNEY
KTM 250
Fort Worth

1988-89 250 C
1991-92 250 B

125 B

Brad Raff	193
Phillip Hoepfner	191
Norman Delamar	178
Davis Wyatt	123
Ford Strei	111
Kimball Kuhn	100
Sean McKay	62
David Fenter	44
Greg Davis	30
Joe Kirklin	19

200 B

Rick Watson	190
Robert Stewart	190
Brian Stanley	166
Greg Jackson	165
Shannon McKee	116
Jamie Witt	95
Chris Neher	91
Danny French	62
David Madison	57
David Mildren	45

250 B

Chris Denney	1
Jeff Atwell	1
Mark Franklin	
Pat Welch	
Bobby Paige	
Joe Medaris	
Rodney Hess	
Jim Smith	
Bruce Butler	
Floyd Alley	

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

OPEN B

RANDY McCOOL
Kawasaki 300
Lewisville

1985-86 200 C
1991-92 OPEN B

16 & UNDER

TONY WILSON
Suzuki 80
Borger

1991-92 16 & UNDER

OVER 40 C

VERNON MARKWORTH
Honda 250
San Antonio

1989-90 OVER 40 A
1990-91 OVER 40 A
1991-92 OVER 40 C

OPEN B

Randy McCool.....199
Darrell Diamond.....164
Steve Moklebust.....152
Harold Wilson.....142
Bobby Lovelace.....64
Michael Duck.....48
James Metcalf.....36
Tony Orihuela.....33
Glenn Hess.....20
Tim Vaughn.....20

16 & UNDER

Tony Wilson.....135
Martin Ekstrand.....110
Cody O'Kelly.....91
Joey Hyman.....31
Chuck Watkins.....20
Steve Lojo.....15
Adam Martinez.....14
Jake Moore.....13

OVER 40 C

Vernon Markworth.....193
Ray Grupp.....188
Gary Palmer.....164
James Naler.....164
John Williams.....140
Bob Arnett.....135
Don Bruner.....134
JimJim Krause.....131
Harry O'Kelly.....76
Dorman Nichols.....52

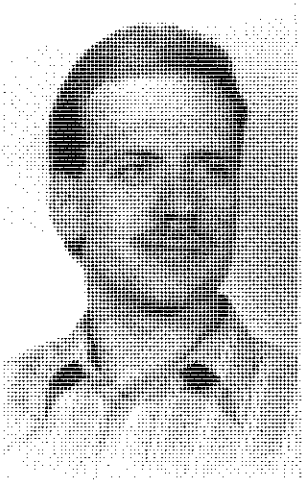
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

125 C

WILLIAM RICH
Honda 125
Coppera Cove

200 C

NELSON NEWTON
Kawasaki 200
Valley View



250 C

UWE HALE
Yamaha 250
Copperas Cove

1991-92 125 C

125 C

William Rich	189
Scott Martin	167
Travis Alewine	145
Casey Smith	140
Kenneth Waters	126
Thaddeus Allen	124
Michael Halls	97
JOhn Horst	80
Lawrence Hartman	72
Russell Jones	60

1991-92 200 C

200 C

Nelson Newton	193
Dave Meers	179
Skip Welsh	165
Danny Benoy	145
Bruce Lair	123
Robert Glover	88
Jeff Walker	78
Aaron Nichols	74
Lynn Foster	60
Kerry Whitaker	45

1991-92 250 C

200 C

Uwe Hale	185
Kenneth Smith	183
Donald Maillet	134
Russell Rouse	125
Garry Singleton	124
Robert Crabtree	122
Phillip Singleton	106
Glenn Larson	101
Chuck Marler	85
Chuck Thompson	68

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

OPEN C

FRANK YOUNG
Honda 280
Irving

1991-92 OPEN C

OVER 50 C

KENNY OTTO
Kawasaki 200
Gainesville

1981-82 OVER 40 A
1989-90 OVER 40 C
1991-92 OVER 50 C

OVER 57 C

JAMES COOKSEY
KTM 250
Dallas

1985-86 OVER 50 C
1991-92 OVER 57 C

OPEN C

Frank Young.....188
Michael Gautreau.....171
Jamie Moster.....166
David Baccus.....166
Ken Bolton.....163
Matt Szabo.....162
Trent Davis.....160
Bill Pando.....129
Kenneth Compton.....73
Duane Chandler.....71

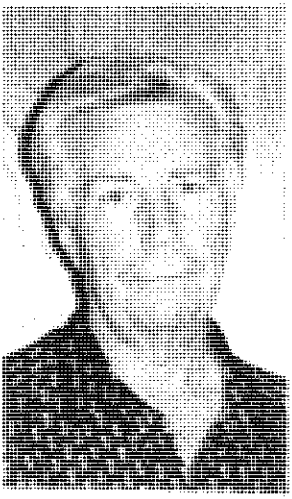
OVER 50

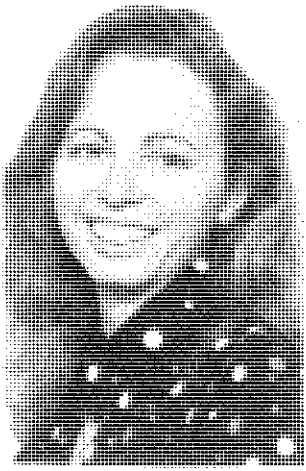
Kenny Otto.....196
Roy Pool.....192
Will Hendrix.....178
Jom Rohn.....171
Jim Harris.....142
Ken Hair.....136
Roland Miles.....131
Alvin Sharp.....97
John Scholl.....40
Carroll Caudle.....39

OVER 57

James Cooksey.....191
Marvin Youngblood.....169
Jimmie Perkins.....154
Tom McKay.....40
Jim Long.....22

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS





SPORTSMAN

KENNETH LANGHAM
Yamaha 200
Round Rock

WOMEN A

ELAINE WYATT
Kawasaki 80
Sweetwater

WOMEN B

MINNIE PERRY
200 Yamaha
Levelland

1991-92 SPORTSMAN

SPORTSMAN

Kenneth Langham.....186
Doug Paulson.....183
Wendell Alumbaugh.....177
Brian Hamm.....174
Gary Webb.....146
Trafton Kelley.....106
Todd Snider.....93
Phil McDaniel.....90
M.C. Meador.....82
Jim Long.....69

1991-92 WOMEN A

WOMEN A

Elaine Wyatt.....101
Bonnie Phillips.....37
Helen Alewine.....14
Lorena Hancock.....13

1991-92 WOMEN B

WOMEN B

Minnie Perry.....93
Kelley Sikes.....54
Debbie Pinkston.....42
Hazel Hoepfner.....28
Julie McMahan.....27
Rachel Clark.....25
Karen Burnett.....17
Ejon Hopper.....14

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1991-92 RESULTS

TEAM A
BUDDY HUTCHISON, HAYDN FRANKLIN, BARRY FRANKLIN

NO PICTURE AVAILABLE

TEAM B
NORMAN DELAMAR, RICK WATSON, M. FRANKLIN

NO PICTURE AVAILABLE

TEAM C
WILL HENDRIX, WENDELL ALUMBAUGH, BILL PANDO

* I. CHECKPOINTS

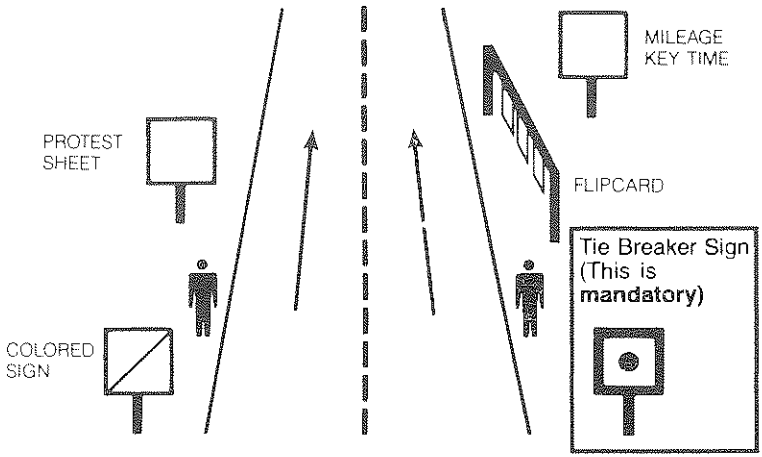
A. General

1. Checkpoints will be positioned such that they occur on whole minutes and whole tenths.

2. Mileage and keytimes shall be posted and visible to the riders at all timed checkpoints at the same point and visible at the same time.

3. Two colored signs, minimum of 18" x 18", of identification shall be displayed to designate a visual check or secret timed checkpoint. Checking time shall be taken at instant the rider's wheel has arrived or crossed an imaginary line between the two colored signs at the entrance to the checkpoint lanes. (See example.)

   Green/White — Tie breaker (white background/green border/green circle in center)
   Red/White — Secret
   Yellow — Known control point
   White — Visual



Checkpoint lanes and placement of signs

4. A checkpoint shall not be located before there has been a mileage check.

5. The flipcard scoring system will be standard for scoring at all checkpoints and at the starting line of the Circuit enduro.

   a. A rider may not leave the starting line early or prior to his/her assigned starting number.

6. Flipcards at checkpoints shall be situated in such a manner that they will not be visible to the rider until he is in the checkpoint lane.

7. Any rider that reaches the first checkpoint within the hour disqualification time (60 minutes, 59 seconds), will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring. If two riders are tied and are disqualified but one rider goes farther than the other — then he or she will be considered the winner of the tie.

8. A rider shall be timed as having reached a checkpoint at the instant the rider's front wheel has arrived opposite the flag or stops within the view of checkpoint personnel or puts one or both feet on the ground, zig-zags, or takes any other action contrary to a straight path to the checkpoint within view of checkpoint personnel. Slowing shall not be deemed as reason for taking a rider's time if none of the above conditions exist.

   a. A rider **and** his motorcycle must proceed through the checkpoint lanes in order to receive a score at said checkpoint.

   b. When a **rider is late approaching a checkpoint**, the rider's **time shall not be taken** until the rider's front wheel has arrived opposite the checkpoint flags.

   c. Checkpoint personnel are not permitted to leave the checking lanes to identify riders who have not yet reached the checkpoint lanes.

9. The standard scoring for checkpoints shall be:
   ...one point for each minute late
   ...two points for the first minute early
   ...five points for each minute early after the first minute early

10. The host club will furnish a "protest sheet" at each checkpoint and gas stop for the riders' use. If a timed checkpoint is ruled invalid (because of inaccurate mileage or a faulty clock) change the check to an observation check instead of throwing the check out. A rider must have signed the protest sheet at the designated point on the trail (checkpoint or gas stop) where the protest is being contested. If the sheet is not signed at the designated point the protest will **not** be considered or allowed by the host club.

11. The finish line of the enduro shall be established as a known control.

[12. Back-up scoring sheets shall be mandatory at all timed **and visual** checkpoints at TSC events In case of inclement weather waterproof back-up scoring sheets shall be used.

13. Back-up scoring sheets for all tie-breaker checkpoints must include both **minutes** and **seconds** for all riders.

B. Separation Factor

1. The separation factor for all TSC enduros will be 2 miles before and 3 miles after any gas stop.
2. Checkpoints shall not be located closer than 3 miles to one another nor the start.
3. A checkpoint shall not be located before there has been a mileage check.
4. A "visual" check may be located at any point on a circuit enduro course.
5. The separation factor shall not apply for "emergency" gas stops.
6. When a course is **reset** to zero, the normal separation factor does not apply.
7. All mileage resets must be on whole .10 of a mile.

[8. In the case of a formal restart, the separation factor does not apply.

C. Time-Keeping Devices

1. Time-keeping devices used by the enduro club shall be checked and placed, **while still running,** on display at the club headquarters location at the conclusion of the event where any participant may see them prior to the trophy presentation. Maximum variance from the master clock shall be a three second variance.
2. The standard Time shall be established for setting the master clock by using the "WWV" radio.

II. CIRCUIT POINTS

1. Circuit points earned in one class may not be transferred to any other class.
2. Points toward circuit placement will be accumulated and maintained for Texas residents only.
3. To obtain circuit points:
   a. Both short course and long course riders will receive **full** circuit points if they **complete the entire course** within their one hour time limit.
   b. Both short course and long course riders that "**DNF**" (DO NOT FINISH) within their one hour time limit will be scored through the last checkpoint for which they received a score. Five points will be deducted from their DNF class score and also from their overall placement.

III. CLASSES

Classes are as follows:

1. **LONG COURSE** (A, B):
   0-125
   126-200
   201-250
   251-Open
   Over 40 (Open)
   AA (Open)

* [2. **SHORT COURSE:**
0-125 C Class
126-200 C Class
201-250 C CLass
251-Open C Class
Women (A and B-Open)
40 and Over (Open)
50 and Over (Open)
57 and Over (Open)
* 16 and Under (wheel size 16 inches or smaller — original factory rear wheel size — limited to 200cc or under)
Sportsman Class (open to anyone)

IV. CIRCUIT RIDER FEE

1. The Circuit fee per rider is three dollars and fifty cents per event and is to be included in the club's entry fee amount. The sponsoring club is to act in the interest of the Texas State Enduro Circuit and to collect this fee from each and every entry regardless of class or residence. It is **to be forwarded to the Circuit Chairman within seven days after event is completed,** and will be used to defray Circuit expenses.

* V. CLASSIFICATION OF RIDERS

1. AA CLASS:

   —The first five overall A riders, at the end of the current season, must advance to the AA class at the beginning of the new season.
   —The Overall A riders placing 6th through 10th at the end of the current season may choose to advance to the AA class.
   —The maximum number of riders to ride the AA class in any one season shall be ten (10) as described above.

[2. The mandatory advancement from one class to another is as follows:

* <u>"C" Class to "B" Class:</u>

— Top 5 Overall riders and all first place class winners except: 16 & Under Short Wheel, Over 50, Over 57, Over 40 Short Course, Sportsman.

* "B" Class to "A" Class:

— Top 5 Overall riders and all first place class winners.

3. A lower class rider may choose to redesignate himself to a higher class (C to B or B to A); however, once he has redesignated upwards or has been advanced at the end of an enduro season, he may not transfer back to the lower class.

4. Eligibility to ride "Age" classes (16 and Under, 40 and over, 50 and over, 57 and over) is detemined as of race day of the first event of new season.
—16 and Under riders may compete in the 16 and Under class all the current season provided they were 16 or under as of race day at the first event of current season.
—40 and over, 50 and over, 57 and over must be 40, 50, or 57 as of race day at the first event of the current season; however, riders may transfer into these respective classes after their birthdays (no points will transfer).

5. Any person wanting to be reclassified to a lower class must write to the Chairman stating his reasons to be reclassified. This letter must be received prior to the start of the current circuit season. The Chairman will review the letter and make a decision to accent or deny and notify the rider. Failure to do so will result in disqualification from the current season for any rider discovered riding a lower class without permission.

6. Over 40 long course riders are classified as A riders and may compete for A Overall points.

7. Over 40 short course and Sportsman Class riders may only compete for class points. No overall points will be kept and the riders will not be eligible to compete for the Overall Short Course trophy due to the fact that riders in this class may have been former A or B expert riders.

[8. 16 and Under class riders are limited to a 200cc motorcycle or smaller.

VI. CIRCUIT PROTEST COMMITTEE

1. Each club should appoint a referee and an alternate such that one or the other will be at all circuit enduros. The referees at each enduro will comprise the Protest Committee and will meet and act upon circuit rule infractions, protests by riders to the Circuit and/or other matters that might prove appropriately handled by said group, if necessary. A majority of two-thirds of the Circuit Protest Committee shall be required to disallow a circuit event, and no circuit points will be awarded to riders or club workers.

2. A Protest Referee shall be appointed by the TSC Chairman at each summer meeting:
The TSC Protest Referee shall be empowered to gather facts, negotiate disputes and/or protests between enduro participants and circuit clubs, and as necessary, to convene the official TSC Circuit Protest Committee at an event to render a final decision (prior to or during the official Protest period).
All Protests must be presented to the Protest Referee in writing at the event.

3. The Protest Referee shall monitor, evaluate, and respond to each sponsoring club and the TSC Chairman on rule infractions during a TSC sponsored event. The referee shall make appropriate suggestions for improvement.

4. If the last Protest of a checkpoint is found to be plus or minus .05 miles from the ast posted mileage marker, the checkpoint shall be ruled invalid and changed to an observation check. The protesting party, TSC Protest Referee, and the official layout odometer and cycle will go out and re-check mileage on the protested checkpoint prior to any ruling being rendered.

5. Protest on checkpoint mileage must be protested by a minimum of five riders, all of a different riding number, in order to have host club and TSC Referee check mileage.

VII. CLUB AFFILIATIONS

A. New Club Qualifications

1. Any new club wanting to sponsor a circuit enduro will first sponsor a non-circuit enduro prior to becoming an affiliate to show aptness and ability for enduro sponsorship and with at least a three-fourth (3/4) majority vote of the present circuit members (at the enduro) approval.

B. Club Re-entry Requirements

1. Any club sponsoring an enduro that is withdrawn from the circuit or cancelled for any reason, must be voted on by the Circuit Committee at the summer meeting before re-entry will be permitted in the enduro circuit schedule. The Committee may also request the club to apply for re-entry to the Circuit in the same manner as a "new" club by hosting a trial enduro to show aptness and ability.

2. If, for any reason, the Circuit Chairman, or a member club, has reason to believe that a member club cannot properly perform their obligations to the Circuit to put on a first-class enduro, by presentation of a formal written complaint and investigation by the Circuit Chairman, and two-thirds majority vote of the member clubs, shall have the option to withdraw that club's sanction at any time during the season.

VIII. DISQUALIFICATION

A. Rider disqualification will be at the discretion of the sponsoring club for any of the following reasons:

1. Foul and abusive language and/or unsportsmanlike conduct at any point at a Circuit event, with two witnesses present of a sponsoring club, will disqualify the rider from that enduro. In addition, the rider will be penalized five (5) TSC points from his accumulated total by the Circuit Chairman.

2. Mufflers will be checked for spark arrestors with a 1/4 inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If 1/4 inch rod extends into muffler exceeding 18 inches, motorcycle shall be considered to have no spark arrestor.

3. A strict 5 MPH speed limit will be enforced in the gas stop upon penalty of disqualification for failure to comply.

4. There will be no running motorcycles allowed at or near the riders meeting at risk of disqualification.

5. Upon request by a club to the Chairman, any person defaulting on payment of entry fee shall be disqualified from Circuit competition until payment is made good with a time limit of thirty (30) days from the date of the event.

6. There will be no pit racing or unnecessary motorcycle operation:
   . . . First offense . . . warning
   . . . Second offense . . . loss of 10 points for entrant
   . . . Third offense . . . disqualification from event.

7. Any rider that reaches the first checkpoint within the hour disqualification time will be eligible for and receive points according to placement. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring.

8. Any person seen by two or more persons removing course markings, or cutting fences, shall be permanently disqualfied from TSC events.

9. One rider and one motorcycle must compete throughout the entire length of event. No change of rider or cycle will be deemed legal. Result will be disqualification.

10. The scoring card is the rider's responsibility. Mutilated, non-legible or altered cards will not be scored. Loss of the scoring card by a rider after the start of the event will result in automatic disqualification. No substitutions will be allowed.

11. A rider is disqualified if he arrives at a timed checkpoint more than 15:59 minutes early.

12. Riders shall not delete any part of the marked course for the purpose of gaining time (EXCEPTIONS: bottlenecks, mud holes, etc.)

IX. MOTORCYCLE LEGALITY

A. Engine Protest

1. Should one rider wish to protest the legality of another rider's engine, a twenty-five dollar ($25.00) deposit (cash only) must be paid to the rider being protested in order for the engine to be inspected. If the engine is legal the cash deposit will be forfeited to the rider protested. If the engine is other than legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

B. Muffler/Spark Arrestor

1. Contestants' motorcycles will be required to have a spark arrestor and an effective muffler at the start and the finish of the enduro. Sponsoring clubs will be required to check spark arrestor and muffler at least once before, during or after the enduro for compliance. The spark arrestor will be checked with a ¼ inch round rod extending no farther inside the muffler than 18 inches from the outside end of the muffler or stinger. If ¼ inch rod extends into muffler more than 18 inches, motorcycle shall be considered to have no spark arrestor.

2. The TSC recommends that all enduro participants motorcycles be as street-legal as possible to avoid possible difficulties with the law enforcement agencies.

3. A motorcycle is a vehicle with an engine and two wheels. Only motorcycles are allowed at TSCEC events. No three- or four-wheeled vehicles are allowed.

C. Wheel Size (16 and Under)

1. Class 1: 16" or smaller (limited to original rear wheel size).

   A protest will result in disqualification from the event for the illegal contestant. No circuit points.

X. ENTRY FORMS, FLYERS, ETC.

A. Information

1. Registration times and deadlines will be stated clearly on the sponsoring club's flyer and/or advertising. Deadline for entries shall be the post office postmark date.

2. Flyers on a circuit event must be made available at least six weeks prior to the event.

3. Any person defaulting on payment of entry fee shall be disqualified from circuit competition until payment is made good with a time-limit of thirty (30) days from the date of the event.

4. Mile-per-hour averages, key times, "free time", and any mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers shall be posted at their respective points on the course. Mileage reset markers must also be clearly displayed on the course.

5. **All TSC entry forms must contain a space, prominently displayed,** for the **Legislative Fund donation.**

6. All entry forms must specify the total number of gas stops at each TSC event.

7. All TSC entrants must have their riding number clearly displayed on the front of their motorcycle. Numbers must be a minimum of three inches high.

B. Starting Positions

1. There will be no more than six starters per minute at any circuit event.

C. Emergency Vehicle and Medical Personnel

1. An emergency vehicle with qualified medical personnel must be provided by the sponsoring club at each TSC event. **Failure to provide emergency vehicle with qualified medical personnel will result in cancellation of score averaging for persons working the event.** Circuit "protest referee" will monitor and report infractions to TSC chairman.

[XI. GAS STOPS

To provide an extra measure of safety, mandatory free time of at least 10 minutes shall be established for all official gas stops.

A. General

1. Exact mileage distance to the gas stop(s) shall be announced prior to enduro. Maximum ground mileage between gas stops is 45 miles.

2. The total number of gas stops at each TSC event must be stated on the sponsoring club's entry forms.

3. All entrants in a TSCEC event **must** fuel with a **dead engine** and **within** the specified boundaries (of the course) set up for the official gas stop refueling area. Failure to comply may result in disqualification from the event.

4. No more than two persons (pit crew) (minimum age 10 years) will be allowed to cross over into the designated rider refueling area to service an incoming rider. Only two members of a rider's pit crew shall be allowed per motorcycle.

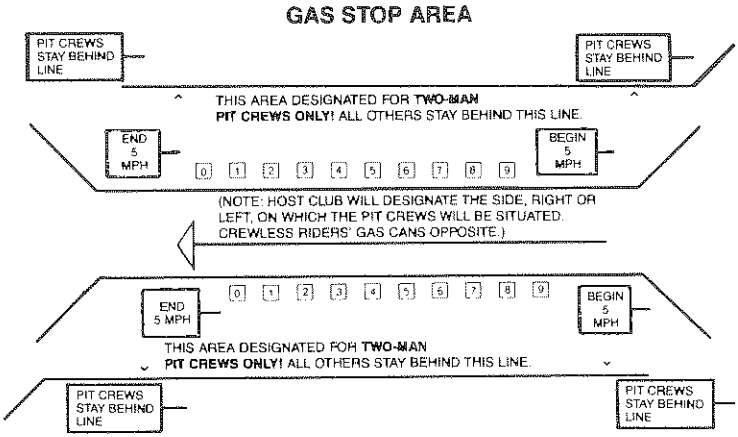
5. At any emergency gas availability point, other than the official designated gas stops, normal gas stop safety rules shall apply (the normal separation factor shall not apply in this instance).

6. A designated gas-stop shall not be re-designated as trail for subsequent mileage in the same event.

[7. Host club shall provide **water** for riders at all closed and emergency gas stops.

B. Gas Stop Controls

1. The TSC Chairman shall appoint an offiical "Gas Stop Marshal" to work in conjunction with a **club appointed representative** to be in charge of enforcing gas stop rules and regulations at all Circuit events.



[2. **Official TSC Gas Marshal:**

Each club shall bear the responsibility to monitor and control gas stops per TSCEC rules.

The TSC Gas Stop Marshal is an appointed official of the TSCEC and is not controlled by the sponsoring club in any way. The Marshal and the club representative, by agreement, shall have authority to disqualify a contestant for disobeying any or all of the pre-announced gas stop rules.

3. A "Protest Sheet" will be provided and must be signed if the disqualified contestant disagrees with TSC Gas Stop Marshal. Any protests over a disqualification will be handled directly through the TSC Chairmen and the "Protest Committee" immediately after the enduro. (Rule 3, Section VIII, will also apply).

4. Disqualification will result in loss of TSC points for event.

5. Strict adherence will be required for the following rules:

   a. ALL ENGINES SHUT-OFF DURING REFUELING.

   b. ABSOLUTELY **NO SMOKING,** EITHER BY CONTESTANTS OR ANY OTHER PERSON IN GAS STOP AREA, AT ANY TIME! NO EXCEPTION! HOST CLUB WILL DESIGNATE AN AREA WELL AWAY FROM REFUELING AREA FOR THE PURPOSE OF SMOKING. TSC MARSHAL WILL HAVE AUTHORITY, BY AGREEMENT OF CLUB APPOINTED MARSHAL, TO DISQUALIFY ANY CONTESTANT OR MEMBER OF PIT CREW VIOLATING THIS RULE.

   c. Absolutely **no smoking** by anyone within 50 feet of gas trucks and/or trailers being loaded with or already loaded with contestants' gas cans. "NO SMOKING" signs are to be placed on these vehicles by the host clubs.

d. HOST CLUB SHALL DESIGNATE THE PIT CREW AREA TO BE ON THE SIDE OF THE COURSE, LEFT OR RIGHT, WHICH WILL ELIMINATE ANY REQUIREMENTS FOR ANY PERSON TO CROSS THE COURSE DURING THE TIME THAT CONTESTANTS ARE USING THE GAS STOP.

e. ALL CONTESTANTS NOT HAVING PIT CREWS WILL HAVE THEIR GAS CANS, PRE-NUMBERED, AND SITUATED ON THE SIDE OPPOSITE PIT CREWS UPON ENTERING THE GAS PIT AREA.

f. Each contestant's gas can must be numbered with the rider's number. Gas cans will be placed according to the last digit of the rider's number. (Sign example: 0, 1, 2, 3, 4, 5, 6, 7, 8, 9.)

[6. SIGNS WILL BE PREPARED BY HOST CLUB TO SIGNIFY:
a. BEGIN 5 MPH ZONE
b. END 5 MPH ZONE
c. NO SMOKING AREA
d. DESIGNATED SMOKING AREA (OPTIONAL)
e. SPECTATOR AREA
f. PIT CREW ONLY
g. NO MOTORIZED VEHICLES BEYOND THIS POINT

7. NO MOTORIZED VEHICLES WILL BE ALLOWED IN OR NEAR THE CONTESTANT'S RE-FUELING AREA. ALL ROADS, TRAILS, ETC. THAT CONTESTANTS WILL BE USING ARE TO BE KEPT CLEAR OF TRAFFIC, OTHER THAN CONTESTANTS, AT ALL TIMES.

8. Club is to provide fire extinguishers and personnel to operate them. A First Aid Kit is also recommended to be available.

XII. KNOWN CONTROLS

1. At the sponsoring club's option, any possible checkpoint position on the course may be designated as a known control. The start and finish line for the short and long course will be a known control. A rider may arrive at a known control up to 15 minutes early without penalty. The sponsoring club may or may not hold the rider until his scheduled departure time. Riders who disregard a "hold" will be penalized two points for each one minute they leave the known control early.

XIII. MILE-PER-HOUR AVERAGES/SPEED CHANGES

1. MPH averages, key times, free time, and mileages at which speed changes will occur shall be posted at the headquarters location of the sponsoring club at 12:00 noon the day before scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

2. The sponsoring club shall have the option of changing or lowering speed averages and/or mileage changes, free time, due to inclement weather, up to the start of the Riders' Meeting. Possible **Alternate Schedule** must be posted no later than noon Saturday prior to the day of the event. Original schedule shall be classified as "Schedule A". Possible "Alternate Schedule" shall be classified as "Schedule B".

3. Mileage resets that **retard** the mileage shall not be used at TSC events. Resets cannot reset into checkpoint.

XIV. RIDERS' MEETING

1. There will be no **running** motorcycles allowed at or near the riders' meeting at risk of disqualification.

2. The siren shall be sounded to signify a five-minute warning prior to riders' meeting.

XV. SCORING

A. Scoring system for **all** classes.

1. Circuit scoring will be done in two parts. Points awarded a rider toward overall will not be counted toward class placement nor will points awarded toward class placement be counted toward overall placement. The point system is as follows:

OVERALL (All classes)		Class (All classes)	
1st	20 points	1st	20 points
2nd	19 points	2nd	19 points
3rd	18 points	3rd	18 points
4th	17 points	4th	17 points
5th	16 points	5th	16 points
6th	15 points	6th	15 points
7th	14 points	7th	14 points
8th	13 points	8th	13 points
9th	12 points	9th	12 points
10th	11 points	10th	11 points
11th	10 points	11th	10 points
12th	9 points	12th	9 points
13th	8 points	13th	8 points
14th	7 points	14th	7 points
15th	6 points	15th	6 points
16th	5 points	16th	5 points
17th	4 points	17th	4 points
18th	3 points	18th	3 points
19th	2 points	19th	2 points
20th	1 point	20th	1 point

NOTE: Since this point system will negate the overall winner in the individual enduros from getting class points, (the overall winner does not "place" in any class) for purpose of class placement, the overall winners of the individual enduro will receive 22 points toward final placement.

2. A Class "A" Overall winner, a Class "B" Overall winner, and a Short Course Overall winner will be presented at the annual Awards Banquet.

3. Points toward circuit placement will be accumulated and maintained for Texas residents only.

4. A rider's scorecard must be visible to the rider at all times. Waterproof plastic encapsulated score cards shall be used at all TSCEC events.

5. Enduro results will be posted fifteen (15) minutes prior to the trophy award presentation to allow proper time for protests and/or questions. The results will be final after fifteen minutes have elapsed from the time that the results are posted. All challenges/protests will be determined at the event and will be final.

NOTE: A siren will be sounded to indicate the beginning of the fifteen minute protest time prior to trophy presentation. It will also be sounded five minutes prior to the start of the trophy presentations.

6. Enduro results shall be distributed to the riders of that enduro by the sponsoring club by any appropriate method chosen by that club.

[7. Short course trophies may be presented prior to the completion of the long course scoringdetermination and protest period at the discretion of the sponsoring club.

B. Scoring Clarification for Club Members and Others

1. Members or non-members of a club sponsoring an enduro may ride their enduro if such person does not take part in the marking of the enduro trail or perform any other task that would have unfair advantage over any other rider.

[2. Any person working a circuit enduro will be granted the opportunity of having their scores averaged (in one class) at the end of the season if they have scored in 50% of the season's scheduled event in the same class.

A rider's average score will be figured based on his or her top three scores in the class for which the average counts for the season.

3. Averaging Multiple Events: for clubs sponsoring multiple events during the same season:

— First average shall be based on the best three finishes in the first half of season (September through December).
— Second average shall be based on the best three finishes in the second half of the season (January through May).

4. A rider may not enter and start an event and also work and gain an average for the same event.

5. TSC Chairman will be allowed to have his score averaged at the end of the season based on the on-going work done throughout the year to maintain scores, etc. The chairman will designate the event to be averaged **prior** to the start of the season. Chairman's score will not be counted toward "circuit placement" if he rides the pre-designated enduro; however, he may compete for a trophy only at the event.

6. ENDURO CHAIRMAN MUST SEND A LETTER, LISTING ALL WORKERS BY **NAME** AND **CLASS,** TO TSCEC CHAIRMAN WITHIN SEVEN (7) DAYS AFTER ENDURO IS COMPLETED, IN ORDER TO RECEIVE WORKER'S AVERAGE.

* C. Total Number of Enduros to Be Counted in a Season

1. The total number of enduros that will be counted toward each TSC participant in a season shall be as follows:

Total # Events	To Be Dropped	To Be Counted
1	0	1
2	0	2
3	0	3
4	0	4
5	1	4
6	1	5
7	1	6
8	2	6
9	2	7
10	2	8
11	2	9
12	3	9
13	3	10
14	3	11
15	4	11

* 1 drop in each half of total number of circuit races.

D. Standardized Scoring Procedure

[1. CONTESTANTS WILL PRESENT THEIR SCORE CARDS TO SCORING COMMITTEE MEMBERS IN A PRE-DETERMINED AREA IMMEDIATELY UPON COMPLETION OF THEIR LAST CHECKPOINT.

FAILURE TO DO SO WILL RESULT IN DISQUALIFICATION.

2. COMMITTEE MEMBER WILL SCORE CARD AND OBTAIN RIDER'S SIGNATURE UPON CONCURRENCE OF HIS OR HER SCORE.

3. IF A PROTEST IS LODGED ON A CHECKPOINT, GAS STOP DISQUALIFICATION, ETC., THE CARD WILL BE FIGURED AND SCORED "AS IS" UNTIL PROTEST DECISION IS FINALIZED BY HOST CLUB OR CIRCUIT PROTEST COMMITTEE CARD WILL BE RE-EVALUATED SHOULD THE PROTEST BE ALLOWED IN CONTESTANT'S FAVOR.

4. THE CARD WILL THEN BE GIVEN TO A THIRD COMMITTEE MEMBER AND POSTED ON POSTER BOARD IN PROPER CLASS AND WILL BE DISPLAYED IN SUCH A MANNER SO THAT SPECTATORS AND CONTESTANTS WILL BE ABLE TO VIEW RESULTS IMMEDIATELY UPON COMPLETION OF SCORING BY COMMITTEE.

5. UPON FINAL POSTING OF ALL CONTESTANTS' SCORE CARDS. A 15-MINUTE PROTEST PERIOD WILL BEGIN AND WILL BE SIGNIFIED BY A SIREN.

6. AFTER 10 MINUTES OF THE 15-MINUTE PERIOD HAVE ELAPSED, AND ALL PROTESTS AND/OR QUESTIONS HAVE BEEN RESOLVED, THE SIREN WILL BE SOUNDED TO ANNOUNCE THE TROPHY PRESENTATIONS TO BEGIN WITHIN 5 MINUTES.

A Central Scoring Committee will be appointed for the purpose of handling scoring at TSC events for member clubs. Upon written request to the Committee Chairman at least one month prior to their event, the scoring committee will handle the scoring at the enduro. The committee shall consist of a Chairman and suitable number of committee members as deemed by the scoring chairman to administer the scoring of all contestants at said TSC event.

TSC appointed Scoring Chairman:
Mrs. Karla Franklin
851 Meadowview
Crowley, TX 76036
(817) 297-9646

XVI. TIES

1. TSC clubs must provide a minimum of three lanes at the tie-breaker checkpoints.

A. Tie-Breaker

1. Definition: The same as a secret check, except that minutes and seconds or hundredths of a minute are recorded and used for breaking ties.

   a. A minumum of two tie-breaker checks must be used for the purpose of breaking tied scores for short course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a riders' due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

b. A minimum of two tiebreaker checks must be used for the purpose of breaking tied scores for long course riders. In the case of tied scores, the combined total seconds (or hundredths of a minute) lost, (being computed from the 30-second mark of a rider's due minute) shall be used to determine the winner of the tied scores. In case a tie still exists the tiebreaker check closest to the end of the event shall be used to break the tie.

c. A minimum of two tiebreaker checks must be used with at least one tiebreaker on the long course after the short course split.

2. If a tie exists for overall at close of the enduro circuit season, these ties will be broken in the following manner:

   Highest overall placement (if in top 20)
   Total number of overall wins
   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   Total number of fourth place wins
   Total number of fifth place wins
   etc.

3. If a tie exists for class at close of the enduro circuit season, these ties will be broken in the following manner:

   Total number of first place wins
   Total number of second place wins
   Total number of third place wins
   etc.

   If a tie still exists, for class placement, then tie will be broken by determining which rider has the highest overall placement (if in top 20) followed by determining which rider has the highest number of overall wins.

   If the tie **still** exists after these two methods — then two trophies will be presented for one place.

   Example: Two riders in same class tie for third place, if tie cannot be broken in the previously mentioned method, then two trophies for third place will be presented to the co-winners and no fourth place trophy will be presented. This method will be used for overall, 1st place and all class placements.

4. If two riders are tied for total points lost and both are disqualified (houred out) but one rider goes farther in distance than the other — then he or she will be considered the winner of the tie.

XVII. TRAIL MARKING

A. Turn-marking

1. Turn marking (major turns) will be designated by:

   ...one arrow prior to a turn
   ...two arrows signifying the turn
   ...one arrow after the turn

B. Mileage markers

1. Mileage markers shall be posted at least every 5 miles and every multiple of 5 miles. The sign shall have lettering of at least 8 inches placed on a 12 inch background.

2. A secondary course split sign for both short and long course shall be posted within two-tenths of a mile down the course.

3. Mileage signs must be specifically marked by loop when sections of trail are repeated or overlapped between long and short courses.

C. General

1. Trail marking will be with ribbon (surveyor's tape) of the nature as to be most visible to the enduro rider and with solid-color arrows. (Recommendation is to mark with material most visible in the geographical location and natural growth).

2. The only markers to be visible to the rider shall be those markers that constitute part of the enduro course being ridden in the enduro.

3. When laying out the enduro trail, the mileage shall be computed on one speedometer.

4. Enduros must be a minimum of fifty actual ground miles in length.

   a. All TSC events will be no less than 50 course miles for short course riders, including resets.

5. MPH averages, key times, and mileage at which speed changes will occur shall be posted at headquarters of the sponsoring club at 12:00 noon the day before the scheduled event. Speed change markers and mileage reset markers shall be posted at their respective points on the course.

6. **Danger markers** shall be placed well in advance of actual danger to alert riders. Markers shall be day-glow orange and signified by a large "X".

7. A distinctive danger marking for road crossings shall be posted before any road which is not personally controlled during the event by a club representative.

* XVIII. AWARDS

1. The number of trophies awarded in the enduro event will be determined by the number of entries in each class with a **minimum** of two trophies for each class for AA, A, B & C, Sr. Men, 16 & Under; or 10% (up to a maximum of ten) whichever is greater.

[2. Overall trophies shall be presented at all circuit events and at the end of the circuit season as follows:
   Overall "A" Men (includes over 40 long)
   Overall "B" Men
   Overall C — Short Course Riders (includes 16 and Under, 50 and over)

3. Riders who fail to pick their trophies up at an enduro shall have to forward a formal written request and a $5.00 fee to the sponsoring club to have the trophy mailed.

4. The Overall "A" State Championship Winner will receive a helmet with his name and the year of his championship painted on it to designate the Overall Winner.

5. The total number of TSC State trophies to be presented at the annual Awards Banquet will be decided based on the number of class riders that entered/competed/scored in a minimum of 30% of scheduled TSC events (rounded up):

Finishers	Trophies	Finishers	Trophies	Finishers	Trop hies	Finishers	Trophies
20	10	15	7	10	5	5	3
19	9	14	7	9	4	4	3
18	9	13	6	8	4	3	3
17	8	12	6	7	3	2	2
16	8	11	5	6	3	1	1

* MISCELLANEOUS RULES

1. No proxy votes will be allowed concerning Circuit matters.

2. TSCEC enduros may be held concurrently with AMA sponsored events.

3. Circuit rules will be provided to all affiliated clubs.

4. The total number of enduros participating in any one season shall be limited to a total of fifteen. (See Section XV, C for clarification of events to be dropped).

5. No enduro dates shall be set prior to the Summer Organization Meeting with the exception of the club hosting the annual Awards Presentation Banquet to be held in conjunction with the first event of the new season. Current circuit clubs shall have preference over new clubs applying for circuit dates.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
1992-93 Rulebook Changes

The following additions, deletions, and or changes are made to the TSCEC Rulebook. All rules not otherwise noted below remain unchanged.

1. **PAGE 27, IV CIRCUIT RIDER FEE (ADDITION)**

   TSCEC rider's fee of $3.50 per rider excludes non-circuit classes.

2. **PAGE 27, II CIRCUIT POINTS (CHANGE)**

   2. All riders, regardless of state residency, will receive TSCEC points.

3. **PAGE 39, MISCELLANEOUS RULES (ADDITION)**

   A $50 annual membership fee shall be paid by each member club on or before June 1 of each year (not refundable with rider's fee).

4. **PAGE 35, SCORING CLARIFICATION FOR CLUB MEMBERS AND OTHERS (CHANGE)**

   Averaging Multiple Events: for clubs sponsoring multiple events during the same season:

   a) 1st average: rider's top three (3) scores for season
   b) 2nd average: from the 4th, 5th, 6th best scores (for the entire season).

5. **PAGE 27, III CLASSES (CHANGE)**

   2. Women's A & B class has been combined to one women class. Women's Overall eliminated. Women eligible for "C" overall.

6. **PAGE 27, III CLASSES (DELETION)**

   2. "Delete" Over 57 short course class

7. **PAGE 27, III CLASSES (ADDITION)**

   1. 4-Stroke long "A" and 4-Stroke short "C" added. (Short would be "C" class and could be advanced. Long is "A". "C" can be be advanced into "A". Both are eligible to win Overall.

8. **PAGE 31, XI GAS STOPS (ADDITION)**

   8. Mandatory five (5) minute free time at emergency gas stops.

9. **PAGE 40, MISCELLANEOUS RULES (ADDITION)**

   12. Roll charts are not official course information.

10. **PAGE 26, B7 SEPARATION FACTOR (CHANGE)**

    7. All mileage resets must be "TO" a whole .10 of a mile.

11. **PAGE 26, C2 TIME-KEEPING DEVICES (CHANGE)**

    2. Master clock WWV time.

12. **PAGE 4, ORGANIZATION (CHANGE)**

    (Delete) all reference to "Chairman" and (add) "President" throughout rulebook.

13. **PAGE 11, TEXAS ENDURO HALL OF FAME**

    (Delete all verbage in 1991-92 rulebook and add the following)

    The Hall of Fame was established after the 1975-1976 season to recognize those who achieve an outstanding level of performance. The governing rules provide for individuals as well as member clubs to be admitted into the TSCEC Hall of Fame.

    Rules for selection of individuals into the TSCEC Hall of Fame:

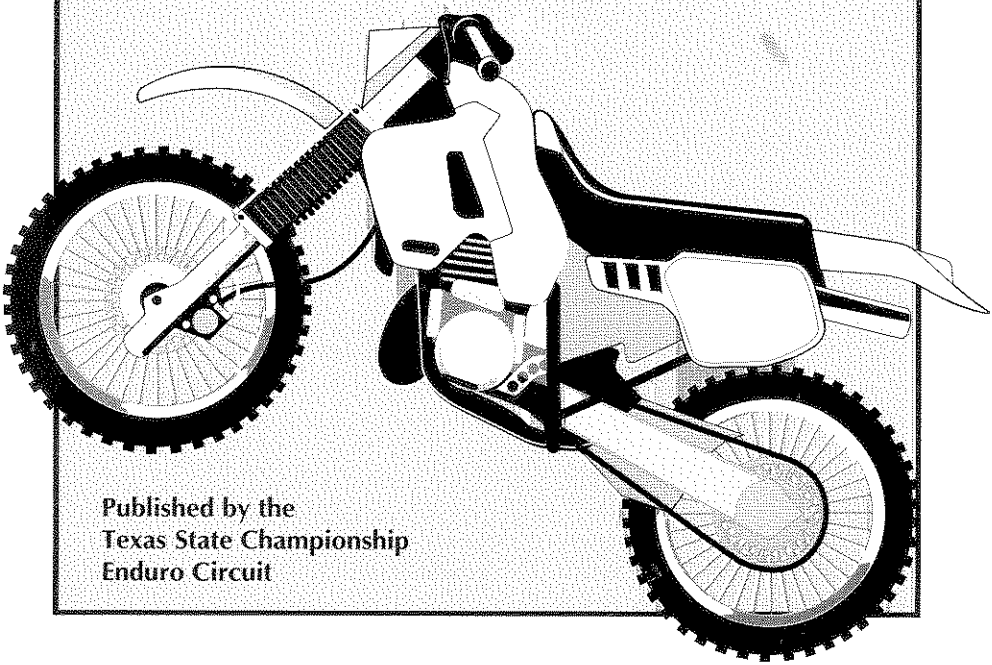
    1. Two or more Season overall "A" Championships. In the event of a single combined women's class, no women's overall "A" champion will be declared for the purpose of admission requirements into the Hall of Fame.
    2. Five or more first place wins from any of the men's or women's "A" classes. A men's or women's season overall "A" championship can be counted as a first place "A" class win for the purpose of this rule. In the event of a single combined women's class, the first place winner may count this class win toward the five required for admission into the Hall of Fame.
    3. By at least three fourths (3/4), affirmative vote of the member clubs and the president of the TSCEC, a "Deserving" individual may be voted into the Hall of Fame as an honorary member. The criteria for recommendation is left to the member clubs and the president, but should be based on the individual's significant contributions to the success and "folklore" of the TSCEC.
    4. Ties do not qualify for meeting Hall of Fame requirements.

    Rules for section of member clubs into the TSCEC Hall of Fame:

    1. Two or more times being chosen by a majority vote of the season end final top riders in each class, as the club holding the "Best Enduro" for the just completed season. The number of riders from each class participating in the voting will be determined by the TSCEC president based on the number of enduros they attended.

Texas State Championship Enduro Circuit

1994 Official Rule Book



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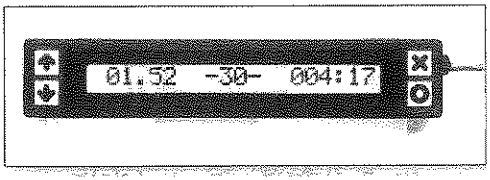
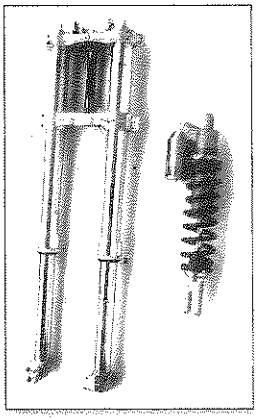
The Enduro Specialists for TSCEC



Pace Maker Enduro Computers



Suspension Mods

Heavy Flywheels

MOOSE Racing

1-800-MOOSE-IT

1-800-666-7348

1994 SCHEDULE

1.	August 22, 1993	**Jimmy Jack Enduro #1.** Hosted by the Fort Worth Trail Blazers. Held near Saint Jo, Tx. Contact: Norman Delamar (817) 244-2026
2.	September 4	**TSCEC Awards Banquet.** Hosted by the Trail Riders of Houston. Held at New Waverly, Tx. Contact: Chris Hardy (713) 444-1542
	September 5	**Caney Creek Enduro** #1 (AMA National Enduro). Hosted by the Trail Riders of Houston. Held at New Waverly, Tx. Contact: Chris Hardy (713) 444-1542
3.	October 3	**Boondockers Enduro.** Hosted by the West Texas Boondockers. Held near Spur, TX. Contact: Scott Perry (806) 894-2130
4.	October 17	**Cotton Bowl Enduro.** Hosted by the Amarillo Track and Trail Motorcycle Club. Held at Memphis, Tx Contact: Rodney Hess (806)359-5957, or Rick Higgins (806) 373-3051
5.	October 31	**West Texas 100 Enduro.** Hosted by the PBMA. Held near Bronte, Tx. Contact: Jeff Foreman (915) 367-2903
6.	November 21	**Red River Enduro.** Hosted by the Red River Dirt Riders. Held near Bulcher, Tx. Contact: Bill Pearson (817) 665-6838, or Josh Whitaker (214) 867-1147
7.	Feburary 19	**LTR Enduro** (Day 1). Hosted by the Lubbock Trail Riders. Held near Crosbyton, Tx. Contact: David Nix (806) 797-9049
8.	Feburary 20	**LTR Enduro** (Day 2).
9.	March 6	**Sidewinders Enduro.** Hosted by the Sidewinders Motorcycle Club. Held near String Prairie, Tx. Contact: Vernon Markworth (210) 599-6541
10.	March 27	**Post Enduro.** Hosted by the Post Enduro Association. Held at Turkey, Tx. Contact: Don Goodpasture (806) 763-7770
11.	April 10	**Concho Enduro.** Hosted by the Concho Cycle Club. Held near Bronte, Tx. Contact: Ronnie Roberts (915) 695-7415
12.	April 24	**Cycleland Enduro.** Hosted by the Cycleland Enduro Club. Held near Nacogdoches, Tx. Contact: Bob Mcknight (409) 564-1619.
13.	May 15	**Caney Creek Enduro #2.** Hosted by the Trail Riders of Houston. Held at New Waverly, Tx. Contact: Chris Hardy (713) 444-1542
14.	June 12	**Jimmy Jack Enduro #2.** Hosted by the Fort Worth Trail Blazers. Held near Saint Jo, Tx. Contact: Norman Delamar (817) 244-2026

TSCEC RULEBOOK

This is the official rule book for the Texas State Championship Enduro Circuit (TSCEC). The rules contained herein are agreed to by the TSCEC member organizations. Final determination of compliance with these rules is at the discretion of the TSCEC member organizations and the TSCEC President.

ENDURO DEFINITION

An Enduro is a competitive event where the participant rides a motorcycle along a marked trail of primarily off road terrain while attempting to maintain a predetermined mile per hour speed average. Following the course while maintaining the speed average is the objective. The participant is competing against the clock rather than directly against other riders. Traveling at a fast rate of speed is not the primary intention but is sometimes required. Participants "lose" points for going too slow, or too fast. The score with the fewest penalty points wins.

Thoughts on Competing

It is not the critic who counts, nor the person who points out where another person stumbles or where the doer of deeds could have done better. On the contrary, the credit belongs to the ones who are actually in the arena, whose vision is marred by the dust and sweat, and blood; who strive valiantly; who sacrifice; who fall and get back up again and again; who know the great devotions and great enthusiasms; and in the end who best know the triumph of achievement. However, if they fail, at least they fail while daring greatly, so that their place shall never be with those cold and timid souls who knew neither victory nor defeat.

Bill Pando, (with a little help from Theodore Roosevelt).

Stan Simpson
President

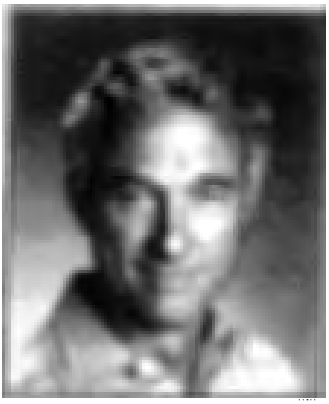
In 1992, Stan was elected President of the TSCEC, becoming only the second person to serve in this role in the twenty-one year history of the circuit. Stan brings with him many years of involvement in off road motorcycling.

Stan began riding dirt bikes in 1957 and started riding Enduros in 1977. He has competed at the national and international, level winning two nationals along the way while riding a 450 Husky.

In 1986, Stan purchased a manufacturing company in San Antonio and moved to Texas. He began riding TSCEC Enduros in 1988 and says he "found that the way the TSCEC put on Enduros made it more fun than ever. The gas stops were better and the people friendlier."

Stan has represented the United States in four International Six Day Enduros (ISDE), and now rides the "old man's" class on a four stroke Honda (see page). His experience and skill makes Stan an excellent choice for TSCEC president.

You can contact Stan at: PO Box 96 Schertz, TX. 78154 1-800-232-1236.



Will Hendrix
Executive Vice President

Vernon Markworth
Secretary / Treasurer

Karla Franklin
Scoring Chairman

Roy Pool
Chairman Emeritus

The Texas State Championship Enduro Circuit (TSCEC) was founded in 1973 by Roy and Lynett Pool. Prior to the TSCEC, Enduros were held on a local basis with no coordination between events. Roy organized motorcycle clubs across the state and created an annual schedule of Enduros. Roy and Lynett worked over the years to improve Enduro riding in Texas and kept the circuit functioning to the enjoyment of thousands of riders.

Their dedication and innovative ideas such as: organizing the gas stops to encourage safety, developing a standardized scoring system, pictures in the rule book of all riders who achieve top honors, and a record of the circuit history, were all unique to this circuit. Because of Roy's and Lynett's efforts, Texas Enduros now operate on a standardized basis and riders are recognized statewide, as well as nationally, for their accomplishments.

When neighboring groups of riders decided to organize other Enduro circuits, Roy assisted them in getting started. The original Black Jack, High Plains and Rocky Mountain circuits were started with Roy's advice and counsel.

Roy served as TSCEC chairman for the first 19 years with Lynett providing the needed support to keep things going. In 1992 Roy "passed the baton" for responsibility of the circuit to Stan Simpson of San Antonio. At the 1992 organizational meeting the TSCEC member representatives gave Stan the title of TSCEC President and Roy the title of Chairman Emeritus.

Roy and Lynett are both TSCEC Hall of Fame members based on their qualifying accomplishments as outstanding Enduro riders. Lynett retired from active riding in 1977. For the 20 years from 1973 through the 1992/93 season Roy missed only five circuit Enduros due to an illness in 1989. Roy retired at the end of the 1992-93 season.

(1.0) Texas State Championship Enduro Circuit

Organization

The Texas State Championship Enduro Circuit (TSCEC) is a Texas Non-Profit Corporation. The controlling authority of the TSCEC is the President and an Executive Board which consists of one representative from each member organization. The Executive Board has the final authority for all TSCEC business and shall meet, as directed by the President for the purpose of agenda, rule changes, and to conduct general business as needed.

The officers of the TSCEC shall be:

President
Executive Vice President
Secretary / Treasure
Scoring Chairman

In the absence of the President, the Executive Vice President shall assume the authority and responsibilities of the President. In the absence of both the President and the Executive Vice President, the Executive Board shall assume the authority and responsibilities of the President.

A quorum of at least sixty percent (60%) of the Executive Board members is necessary to conduct TSCEC business. A simple majority vote of the members present is needed to confirm actions taken by the Executive Board (unless otherwise stated) with each member organization having a single vote. In the case of a tie, the TSCEC President shall cast a vote.

Purpose and Intent

The purpose of the TSCEC is to set standards and guidelines which can be followed by member organizations, and to organize a series of competitive Enduros for the enjoyment of Enduro riders.

The intent of the TSCEC is to perpetuate Enduro riding and to develop new Enduro riders. This can best be accomplished by proper use of these guidelines. TSCEC events should be oriented to the average rider providing them a moderate challenge. A portion of the event should also provide a true test of the championship caliber riders.

The sponsoring organization should keep in mind that rider development and participation are highest when each event is a rewarding challenge and not a frustrating obstacle.

At the end of each season the leading riders of all classes will be recognized at an annual awards banquet. These riders will be determined by a system of points which are awarded to participants of individual Enduros according to order of finish.

Financial

Operational funds required by the TSCEC shall be derived from:

1. The assessment of a Circuit Fee collected from participants at all TSCEC Enduros
2. An annual membership fee to be paid by each TSCEC member organization.
3. The sale of TSCEC endorsed supplies and items.
4. The sale of advertising for the official TSCEC rule book.

All revenue collected shall be used only for the operation of the TSCEC. The President shall provide a detailed financial report to the member organizations at least annually, or as directed by the Executive Board. The President shall operate the TSCEC from the fees collected, which includes the purchase of awards presented at the annual awards banquet.

(2.0) TSCEC Member Organizations

1. New Member Qualifications. Any non-member organization wanting to sponsor a TSCEC Enduro must first show aptness and ability by organizing and holding a non-circuit event. Appointed representatives of the TSCEC membership must be present at the "trial" Enduro, and vote approval by at least a three-fourth (3/4) margin to admit the new organization.

2. Member Re-Entry Requirements. Any organization that has withdrawn its membership from the TSCEC for any reason, can only be reinstated by an approving majority vote of the Executive Board.

   The Executive Board may require the organization applying for re-admission to host a trial Enduro to show aptness and ability.

3. Removal of a Member Organization. A current member organization can be removed from the TSCEC by a two-thirds (2/3) approving vote of the Executive Board.

   A formal written complaint should be submitted to the TSCEC President if at any time anyone has reason to believe that a current TSCEC member organization cannot properly perform their obligations to organize an Enduro according to the rules and spirit of the TSCEC.

   The President must submit the complaint to the Executive Board for consideration as soon as possible.

4. In order for a member organization to cast a vote on circuit matters a representative from that organization must be present at the meeting. No proxy votes are allowed.

   The TSCEC President may however, solicit by telephone, or in writing, votes from member organizations relating to circuit matters during the Enduro season.

(3.0) Circuit Fees

1. The TSCEC uses money collected from participants at TSCEC sanctioned Enduros to pay circuit expenses. The "rider fee" is Two dollars and fifty cents ($2.50) for each participant in TSCEC scored classes, per event. This fee must be included in the published entry fee for each event and is collected by the host organization. The host organization must act in the best interest of the TSCEC and collect this fee from each and every required participant regardless of state of residence. The host organization must forward all collected rider fees to the TSCEC President within ten (10) days after the event is completed.

2. All organizations wishing to host a TSCEC Enduro must be a member of the TSCEC and pay a fifty dollar ($50) annual membership fee. This non-refundable one time fee must be paid prior to the start of each Enduro season.

(4.0) TSCEC Hall of Fame

The Hall of Fame was established after the 1975-76 season to recognize those who achieve an outstanding level of performance. The governing rules provide for individuals, as well as member organizations, to be admitted into the Hall of Fame.

1. Rules for Selection of Individuals into the TSCEC Hall of Fame:

   To be selected into the TSCEC Hall of Fame an individual must meet one of the following requirements:

   a) Two or more season overall "A" championships. In the event of a single combined women's class, no women's overall "A" champion will be declared for the purpose of admission requirements into the Hall of Fame.

   b) Five or more season first place wins from any of the men's or women's "A" classes. A men's or women's season overall "A" championship can be counted as a first place "A" class season win for the purpose of this rule. In the event of a single combined women's class, the first place winner may count this class win toward the five required for admission into the Hall of Fame.

   c) By at least three fourths (3/4) affirmative vote of the Executive Board, a "Deserving" individual may be voted into the Hall of Fame as an honorary member. The criteria for recommendation is left to the TSCEC President and Executive Board but should be based on the individual's significant contribution to the success and "folklore" of the TSCEC.

2. Rules for Selection of Member Organizations into the TSCEC Hall of Fame:

   a) Two or more times being chosen by a majority vote of the season ending final top riders in each class, as the organization holding the "Best Enduro" for the just completed season. All riders receiving end of season awards are eligible to participate in the voting. (see rule 23.5).

Pictures and information about the current members of the Hall of Fame begin on page .

(5.0) Motorcycle Legality

1. A motorcycle is a vehicle with an engine and two wheels. Only motorcycles can be used to compete in TSCEC Enduros. No three or four wheeled vehicles are allowed.

2. Engine size. An engine whose manufacturers displacement qualifies it for a particular class will still be considered "legal" if displacement modifications do not exceed the maximun for the class by more than five (5) cc.

3. Engine Protest. Should one rider wish to protest the legality of another rider's engine, an inspection deposit (cash only) must be paid by the protesting rider. The inspection deposit amount is:

   $50 for a two cycle air cooled engine.
   $75 for a two cycle water cooled engine
   $100 for a four cycle engine.

If after inspection the contested engine is legal the cash deposit will be forfeited to the ride protested.

If the engine is not legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

4. Muffler/Spark Arrestor. At the discretion of the host organization, motorcycles shall be required to have a legal U.S. Forestry Service (USFS) approved spark arrestor and effective muffler. This requirement must be stated in the pre-race published information.

If a USFS approved spark arrestor is required, the host organization must check the spark arrestor and muffler for compliance at least once, either before, during, or after the Enduro.

To be in compliance, a 1/4 inch round rod can extend inside the muffler no further than 18 inches from the outside end of the muffler.

5. If a Sound Test is specified in the pre-race published information the sound level of a participants motorcycle cannot exceed the maximum allowed by the current rules of the AMA.

6. All participants motorcycles must have their Riding Number clearly displayed on the front of the motorcycle. Numbers must be at least three inches high.

7. Participants in the 16 & under class must ride motorcycles with a rear wheel size of 16 inches or smaller, and a maximum engine displacement of 200cc.

8. The TSCEC <u>recommends</u> that all participants motorcycles be as street-legal as possible to avoid potential difficulties with law enforcement agencies.

(6.0) Classification of Participants

To promote fair competition among all participants a classification system has been established. The system is based in part on age as well as prior accomplishments. The competitive levels are: "AA", "A", "B", "C" and a group of "Short Course" classes.

1. Mandatory advancement from one level of competition to another is as follows:

   "A" level to "AA" class:

   a) The first five overall "A" riders comprise the "AA" class for each new season.

   "B" level to "A" level:

   b) Top 5 Overall "B" riders and all "B" class first place winners.

   Short Course Classes:

   c) "C" level to "B" level: Top 5 Overall "C" riders and all "C" class first place winners.

   d) The winner of the 50 & Over class advances to the 50 & Over MASTER class.

   A one-time provision is made to establish the "50 & Over MASTER" class. For the 1994 season the top six (6) - 50 & Over class riders from the 1992-93 season are advanced to the 50 & Over Master class.

   e) Mandatory advancement from the 16 & under, 30 & Over and 40 & Over Short Course classes is based on age. (see rule 7.1).

2. A Lower level rider may choose to redesignate themselves to a higher competition level at any time. Circuit points earned in one class cannot be transferred to any other class.

3. Reclassification to a lower competition level cannot be done during an Enduro season. Any person wanting to be reclassified to a lower competition level must write to the TSCEC President stating the reasons for the reclassification request. The President shall submit the request to the Executive Board and the participant will be notified in writing of the decision following the next Board meeting.

4. Any participant discovered competing at a lower competition level than authorized will be disqualified from TSCEC Enduro events for the remainder of the current season.

(7.0) TSCEC Classes

At the start of each Enduro season the TSCEC Executive Board designates which classes will be authorized for competition. Classes are divided into two major groups. LONG COURSE and SHORT COURSE. Classes designated as competitive level "A", or "B" are Long Course classes. All other classes ride the Short Course.

Participants in most classes are eligible to compete for the "OVERALL" winner award at each Enduro. The participant with the best score of all riders of the same competitive level will be declared the overall winner for that level. In other words, the "A" level rider with the best score at an Enduro will be the "A" overall winner for the event. The same is true for "B" level riders competing for "B" overall and Short Course riders competing for Short Course overall. Note: Not all Short Course riders are eligible to compete for Short Course Overall. (See below).

The official TSCEC Classes are:

Long Course classes	Competition level
"AA" (open)	A
0 - 200cc	A
201cc - 250cc	A
251cc - open	A
40 & over (open)	A
4-stroke (open)	A
0 - 200cc	B
201cc - 250cc	B
251cc - open	B
Short Course classes	
0 - 125cc	C
126cc - 200cc	C
201cc - 250cc	C
251cc - open	C
Women (open)	Short Course
16 & Under	Short Course
30 & Over (open)	Short Course (NOT eligible for Short Course Overall).
40 & Over (open)	Short Course (NOT eligible for Short Course Overall).
50 & Over (open)	Short Course
50 & Over Master	Short Course
4-stroke (open)	Short Course

1. Eligibility to ride AGE classes (for example, 16 & under, 40 & over, etc.) is determined as of race day for the first event of each new season.

   a) Participants eligible for the 16 & under class at the start of a season may compete in the 16 & under class the entire season.

   b) Participants reaching age requirements during an Enduro season may transfer into the respective AGE class after their birthdays. No circuit points will transfer, however.

2. "30 & Over" and "40 & Over" Short Course class riders may NOT compete for Short Course Overall. Participants in these classes may have been recent former "A" or "B" level riders.

3. Challenge Teams. Challenge Team awards are given to the top "A", "B" and Short Course teams at the end of each season. The awards recognize those teams with the highest and most consistent finishes during the season. Teams consist of three (3) participants each, all from the same competitive level (A, B or Short Course). Points are awarded to a team only if all members of the team start and finish an Enduro. Twenty (20) points are awarded for first place, nineteen (19) for second place, etc. Placement is determined by total points lost for all team members. No scores are "dropped" from the final calculations.

Teams must give their names to the President or Circuit Scoring Chairman by the fourth (4) event of the season to be eligible.

(8.0) Flyers and Entry Forms

The following are guidelines for preparing information about TSCEC Enduros.

1. Flyers regarding a circuit event should be available at least four weeks prior to the event.

2. Flyers and other advertising must mention registration times and deadlines. The post office postmark date will be used to determine compliance with entry deadlines.

3. Flyers must specify the total number of gas stops at the event.

(9.0) Course Information

1. The offical course information shall be posted at the Enduro headquarters location no later than 3:00 PM the day before the scheduled event. This information shall consist of:

   a) Key times
   b) Mile-per-hour averages and mileage at which speed changes will occur
   c) Free times
   d) Milage resets
   e) Location of KNOWN CONTROLS (see section 14.0).
   f) Exact COURSE mileage to ALL Gas Stops.

2. The host organization may post a possible ALTERNATE SCHEDULE. The alternate schedule must be posted no less than four hours before the scheduled event. The original schedule shall be called the "A Schedule". The alternate schedule shall be called the "B Schedule.

3. "Commercially available" Roll Charts are NOT official course information. It is the responsibility of each participant to verify the accuracy of all Roll Charts.

(10.0) Trail Marking

1. All SPEED CHANGES, MILEAGE RESETS, FREE TIMES and COURSE SPLITS must be clearly identified on the course with easily readable signs.

2. Major turns in the direction of the course will be designated by:

   a) one arrow prior to a turn
   b) two arrows at the turn
   c) one arrow after the turn

3. Course Mileage markers shall be posted at least every 5 miles and every multiple of 5 miles. Each mileage sign must be at least 8 inches by 8 inches, with lettering at least 4 inches tall.

4. After a course split, signs identifying "SHORT COURSE ONLY" and "LONG COURSE ONLY" shall be posted within one-tenth (1/10) of a mile, down the course, affer the split.

5. Mileage signs must be specifically marked by loop when sections of trail are repeated or overlapped between long and short courses.

6. The trail must be marked with surveyors ribbon tape and arrows, of a color that is most visible to the riders. Arrows must be approved by the TSCEC Executive Board or President.

7. Only trail markings that constitute part of the course being ridden shall be visible to contestants in the Enduro. All markings not part of, but in the near vicinity of, the current Enduro trail must be taken down.

8. All course mileage must be measured and all check points located using the same motorcycle and same odometer.

9. Course length for TSCEC Enduros:

   a) The LONG course must be at least fifty (50) GROUND miles.

   b) No minimum or maximum lengths apply to the SHORT course. However, it is recommended that the short course be at least fifty (50) ground miles if possible.

   c) At the option of the Host organization, the length of the course for the Women and 16 and Under classes may be less than the regular Short Course.

10. DANGER MARKERS shall be placed well in advance of the actual danger point. Danger Markers shall be DAY-GLOW ORANGE and signified by a large "X".

11. Distinctive ROAD CROSSING, or DANGER markers shall be posted well before any road crossing which is not personally controlled during the event.

12. The correct course mileage must be posted on the trail, after the initial starting line, and before the first TIMED Checkpoint.

(11.0) Riders Meeting

1. The host organization must hold an official riders meeting prior to the start of the Enduro. The time for the riders meeting must be clearly posted.

2. No running motorcycles are allowed at or near the riders meeting at risk of disqualification.

3. A warning siren shall be sounded five-minutes prior to the start of the riders meeting.

4. Any changes necessary in the course information must be announced at the start of the riders meeting.

5. WWV broadcast radio time must be available at the riders meeting.

(12.0) Time-Keeping Devices

1. "WWV" broadcast radio time shall be considered the "MASTER CLOCK" for all TSCEC Enduros. All time-keeping devices used by the host organization for control of a TSCEC Enduro must be synchronized with and set corresponding to the broadcast signal of WWV radio.

2. At the conclusion of each TSCEC Enduro, all time-keeping devices used at all TIMED Checkpoints and the starting line and the WWV radio shall be placed while still running on display at the event headquarters location.

Any participant may request to see the time-keeping devices prior to the end of the protest period. The time displayed on any time-keeping device used shall not vary more than two (2) seconds from the correct time as computed from the current broadcast time of WWV radio.

(13.0) Checkpoints

Checkpoints are locations on the Enduro course where the progress of each participant can be recorded. There are two types of Checkpoints, TIMED and VISUAL. At VISUAL Checkpoints the time of arrival is not important, they are used only to insure the course is being correctly followed. There are three types of TIMED Checkpoints. (see below).

1. Checkpoint Identification: All Checkpoints must prominently display colored signs to identify the specific type of Checkpoint. Two signs, each a minimum of 18 inches by 18 inches, must be positioned on each side of the entrance into the check lanes. The signs must be of the following colors:

   a) WHITE — "Visual" Checkpoint.

   b) RED/WHITE — "Secret" TIMED Checkpoint.

   c) GREEN/WHITE — "Tie breaker" TIMED Checkpoint (white background/green border/green circle in center).

   e) YELLOW — "Known Control" TIMED Checkpoint. (See section 14.0).

2. Checkpoint Location:

   a) A TIMED Checkpoint must be positioned such that with respect to time, it occurs on a whole minute, and with respect to distance, it occurs on a whole tenth of a mile.

   b) If a Checkpoints mileage is found to off by more than .02 miles (plus or minus) from the last posted mileage, the Checkpoint shall be ruled invalid and changed to a VISUAL Checkpoint.

   c) If a TIMED Checkpoint is TIME correct in SECONDS, but wrong in MINUTES, the Checkpoint time may be adjusted accordingly. If a TIMED Checkpoint is found to have inaccurate time in seconds, the Checkpoint shall be ruled invalid and changed to a VISUAL Checkpoint. (See section 12.0).

   d) The correct course mileage must be posted on the trail, after the initial starting line, and before the first TIMED Checkpoint.

3. Information at a Checkpoint

a) Checkpoint MILEAGE and KEYTIME must be listed together on the same sign at all TIMED Checkpoints. The mileage and keytime sign must be posted at the prescribed place in the Checkpoint and visible to the riders AFTER they are in the Checkpoint. (see diagram below).

b) All TIMED Checkpoints, and the Starting Line, must display the accurate course time using a three digit flip card system.

c) Flip cards at TIMED Checkpoints shall be placed so that they are NOT visible to approaching riders until the rider has entered the Checkpoint lane.

d) A "PROTEST SHEET" must be provided at each Checkpoint.

e) Back-up scoring sheets are mandatory at all TIMED and VISUAL Checkpoints. The riders number and minute of arrival must be recorded on the back-up sheet. For TIE-BREAKER Checkpoints the riders number and arrival time in minutes and seconds must be recorded. In case of inclement weather, waterproof back-up scoring sheets must be used.

4. Reaching a Checkpoint

The following rules cover recording the time when a participant arrives at a TIMED Checkpoint.

a) Generally, a riders time shall be taken at the instant the motorcycle's front wheel crosses the imaginary line between the colored identification signs at the entrance of the check lanes.

b) Riders who are EARLY to a Checkpoint will be declared as having arrived at the Checkpoint if:

1. The rider touches the ground prior to the Checkpoint entrance.

2. The rider Zig-Zags, or purposely takes any other action contrary to a straight path to the Checkpoint. Slow riding in a straight line and "free balancing" (stopped but no feet on the ground and no external support used) shall not be deemed as reason for taking a riders time.

c). Checkpoint personnel are not permitted to leave the Checkpoint lanes to identify riders who have not yet reached the Checkpoint. Riders who are early and are stopped in plain view of the Checkpoint, with a foot on the ground, and are readily identifiable from the Checkpoint, must have their time recorded as having "entered" the Checkpoint.

d) A rider and their motorcycle must together enter the Checkpoint in order to receive a score at that Checkpoint. (Participant pushing motorcycle into the Checkpoint is allowed).

5. Checkpoint Separations

a) A TIMED Checkpoint cannot be located within 2 miles before and 3 miles after a REGULAR GAS STOP. (This does not apply to Emergency gas stops).

b) TIMED Checkpoints cannot be located closer than 3 miles; to the initial starting line; to one another; or to the finish line.

c) If the course mileage is RESET TO ZERO, the normal Checkpoint separations between the reset to zero and the NEXT TIMED Checkpoint or gas stop DO NOT apply.

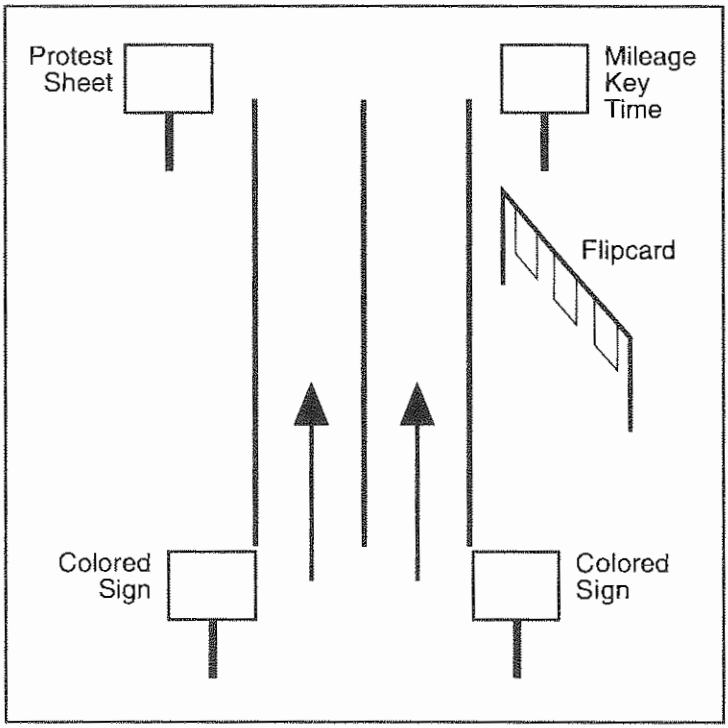
6. Tie-Breaker Checkpoints

a) TIE-BREAKER Checkpoints must have a minimum of three scoring lanes.

b) A minimum of two (2) TIE-BREAKER Checkpoints must be used for the short course as well as the long course.

c) The long course (when not exactly the same as the short course) must have a TIE-BREAKER Checkpoint which is NOT part of the short course.

Note: This can all be done with three TIE-BREAKER Checkpoints. One common, one long course only and one for the short course. (The long course could also use this one).



(14.0) Known Controls

A Known Control is a TIMED place on the course who's location is made known in advance.

1. At the option of the host organization, any TIMED Checkpoint may be designated a "KNOWN CONTROL". The initial starting line and all finish lines are always KNOWN CONTROLS.

2. The host organization may, or may not hold participants at a Known Control until their scheduled departure time. Riders who disregard a "hold" will be penalized two points for each minute they leave the Known Control early. A participant may not leave the starting line Known Control prior to the time designated for their assigned starting number.

3. A participant may arrive at a Known Control up to 15 minutes early without penalty. Riders arriving more than 15 minutes early are disqualified.

(15.0) Mileage Resets

Mileage resets are used to provide participants time to "catch up", or to adjust the course mileage.

1. All mileage resets must be TO a whole tenth of a mile.

2. Mileage resets cannot adjust the course mileage in a "backwards" direction. However, setting the course mileage to zero miles is allowed.

3. A reset cannot advance the course mileage into a TIMED Checkpoint.

(16.0) Gas Stops

1. As a safety precaution, "extra time" shall be provided at all official Gas Stops. The extra time can be provided by Mileage Reset or actual Free Time. The amount of time required is:

   a) At least 10 minutes at announced Regular Gas Stops.

   b) At least 5 minutes at announced Emergency Gas Stops.

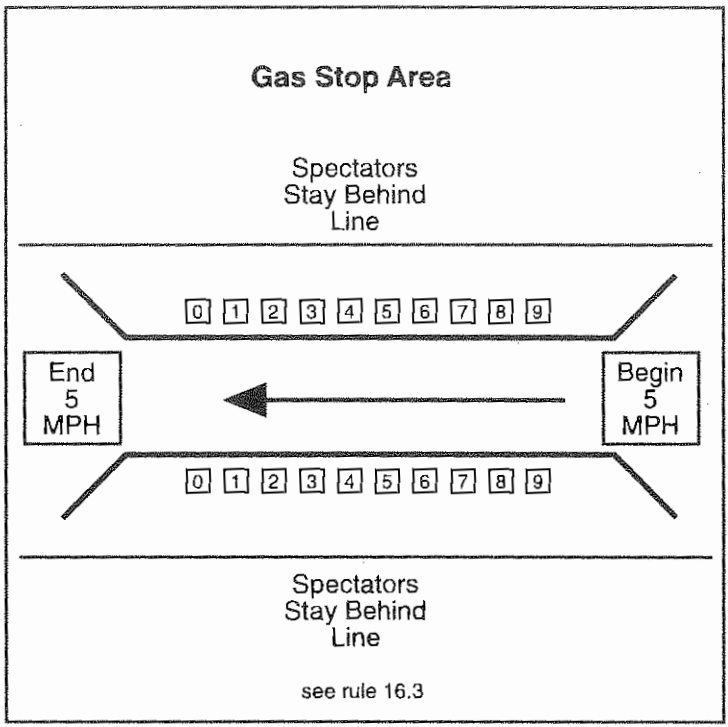
2. Forty (40) GROUND miles is the maximum distance allowed between: (Starting Line and the First Gas Stop); (All Gas Stops); (Last Gas Stop and the Finish Line).

3. Gas Stop Layout.

   a) The Host organization should designate the spectator and pit crew areas to be on the side of the Gas Stop which will eliminate any requirement for any person to cross the course during the time contestants are using the Gas Stop.

   b) All contestants not having pit crews must have their gas cans positioned on the opposite side of the Gas Stop from the pit crews.

   c) Each contestants gas can must be identified with the riders number. Gas cans will be arranged according to the last digit of the riders number.



4. Gas Stop safety rules shall apply at all REGULAR and EMERGENCY Gas Stops.

5. A designated Gas Stop shall not be re-designated as trail for subsequent mileage in the same event.

6. The host organization shall provide drinking water for participants at all Regular and Emergency Gas Stops.

7. A "PROTEST SHEET" must be provided at each REGULAR Gas Stop.

8. Strict adherence is required for the following:

   a) All engines must be **SHUT OFF** during re-fueling.

   b) Absolutely **NO SMOKING** by any person in the Gas Stop area at any time. NO EXCEPTIONS! The host organization may optionally designate an area well away from the re-fueling area for smoking.

   c) Absolutely **NO SMOKING** by anyone within 50 feet of GAS TRUCKS or GAS TRAILERS that contain gas cans. "NO SMOKING" signs must be placed on these vehicles by the host organization.

   d) The maximum speed allowed in the Gas Stop is 5 miles per hour. The 5 MPH zone must be marked with starting and ending signs.

   e) No more than two persons may act as "PIT CREW" for a participant at a Gas Stop. The minimum age for pit crew members is 10 years. Only pit crew members and participants will be allowed in the designated re-fueling area.

   f). No non-contestant motorized vehicles will be allowed in or near the re-fueling area. All roads, trails, etc. that contestants will be using are to be kept clear of noncontestant traffic at all times.

9. Signs will be prepared and appropriately positioned at each Gas Stop by the Host organization to identify the following:

   a) Start of 5 MPH zone
   b) End of 5 MPH zone
   c) NO SMOKING area
   d) Designated smoking area. (This is optional)
   e) Spectator area
   f) Pit crew ONLY area
   g) No non-participant vehicles beyond this point

10. The host organization MUST provide fire extinguishers and personnel to operate them at all Gas Stops. Availability of a First Aid Kit is also recommended.

11. Each Host Organization is responisble for enforcement of all Gas Stop rules.

12. The TSCEC President may appoint an official TSCEC "Gas Stop Marshal". The Gas Stop Marshal is an appointed official of the TSCEC and is not controlled by the host organization in any way. The Gas Stop Marshall and assigned host organization officals shall have the authority to disqualify a contestant for violating gas stop rules.

(17.0) Scoring for Individual Enduros

1. A Scoring Chairman will be elected by the Executive Board for the purpose of assisting member organizations with event scoring. Member organizations can request assistance from the Scoring Committee by contacting the Scoring Committee Chairman at least one week prior to the event.

2. A riders scorecard must be visible to the rider at all times. Two part waterproof plastic encapsulated score cards shall be used at all TSCEC events. Three part forms must be used at events which are "dual" sanctioned for another Enduro circuit in addition to the TSCEC.

3. It is the responsibility of each contestant to present their score card to the scoring officials promptly after finishing an Enduro. Flagrant violations of this rule will result in disqualification.

4. Scoring Committee members will score a participants card and obtain the riders signature for concurrence of their score.

5. The standard scoring for TIMED Checkpoints shall be:

   a. one point for each minute late
   b. two points for the first minute early
   c. five points for each minute early after the first minute early
   d. Also see rules 14.2, 14.3 and 21.9.

6. In the case of tied scores the TIE-BREAKER Checkpoints will be used to determine the winner. A rider who reaches a TIE-BREAKER check at exactly 30 seconds into their assigned (or due) minute has a "perfect" score for that Checkpoint. To resolve ties, the score for each rider involved is calculated in terms of the number of seconds they arrived at the TIE-BREAKER Checkpoints either before, or after the perfect 30 second mark.

   These seconds can be thought of as "penalty" seconds. The rider with the fewest total number of penalty seconds combined for all TIE-BREAKER Checkpoints is the winner. If a tie still exists, the rider with the best score at the TIE-BREAKER checkpoint closest to the end of the event will be the winner.

   If there is still a tie, two awards will be given for the same placement and no award given for the next place.

7. 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 a rider is disqualified, or visual check, if it is the last recorded point on the course the rider reaches, shall not be considered in the scoring.

8. If two riders are tied, and both are disqualified, the rider going the farthest legal distance on the course will be considered the winner of the tie. (see rule 17.7).

(18.0) Posting Results

1. All calculated score cards will be placed on display in such a manner so that spectators and contestants will be able to view the results immediately upon completion of scoring. The completed score cards must be displayed by class.

2. Enduro results will be posted at least fifteen (15) minutes prior to the start of the protest period.

(19.0) Protests

1. The TSCEC President shall be empowered to gather facts concerning all disputes, to render decisions and if necessary convene the official Protest Committee. A final decision should be reached while still at the event. In the absense of the President and Executive Vice President the Protest Committee shall be convened.

2. A protest period will be provided after all scores have been posted. The protest period will begin with the sound of a siren and will last 15 minutes after which time the posted results will be final.

3. If a participant has lodged a protest the participants score card will be computed as is until a decision is finalized.

4. A minimum of five (5) riders, on five different "rows" must protest the accuracy of a Checkpoint before it will be re-checked. If a Checkpoints mileage is protested the protesting parties, a member of the Protest Committee, and the motorcycle with the official layout odometer will re-check the mileage of the protested Checkpoint prior to any ruling being rendered.

5. A "PROTEST SHEET" must be provided at each Checkpoint and Gas Stop. A participant logging a protest must sign the protest sheet located where the protest is being logged. If the protest sheet is not signed at the Checkpoint or Gas Stop the protest will not be considered.

(20.0) Protest Committee

1. The Protest Committee shall be comprised of one representative from each TSCEC member organization present at an event and the TSCEC President. If directed by the President, the Protest Committee will meet and resolve by majority vote the issues presented. (see rule 19.1).

   (see note below).

2. To disallow (throw out) an event two-thirds (2/3) of the TSCEC member organizations must be represented on the Protest Committee. In case of this action, no circuit points will be awarded to participants, or workers of the event.

   Note: In rules 20.1 and 20.2 a simple majority vote determines the action to be taken. In the case of a tie vote, the TSCEC President shall break the tie.

(21.0) Disqualification

Participants may be disqualified for any of the following reasons:

1. Defaulting on payment of an entry fee. Participant is disqualified from all TSCEC events until payment is made good. Payment must be received no more than thirty (30) days after the date of the event. if payment is not received as described above the participant is disqualified from all further TSCEC events.

2. Foul and abusive language and/or unsportsmanlike conduct at a TSCEC event. Two witnesses must be present. The participant is disqualified from that event. In addition, the participant will be penalized five (5) Circuit Points from their accumulated total for the season.

3. Violation of any of the Gas Stop safety regulations by contestants or individuals associated with a contestant. (see section 16.0).

4. Participants running motorcycles at or near the riders meeting may be disqualified from the event.

5. Violation of pit racing, or unnecessary motorcycle operation rules:

   a) First offense - Warning
   b) Second offense - Loss of 10 points for the event
   c) Third offense - Disqualification from the event

6. Any participant seen, by two or more persons, removing course markings, or cutting fences, shall be permanently disqualified from all TSCEC events.

7. One rider and one motorcycle must compete throughout an entire event. Any change of rider, or motorcycle, will result in disqualification from the event.

8. The Score Card is the Participants Responsibility. A participant will be disqualified if:

   a) A score card has been altered and cannot be verified by the back-up sheets.
   b) A score card is lost after the start of the event. No score card "substitutions" will be allowed.
   c) A participant fails to proceed directly to the scoring committee and turn their score card in after "finishing" an Enduro. (see rule 17.3).

9. Time constraints.
   a) A participant is disqualified at the point where they arrive at a TIMED Checkpoint more than 15 minutes early.
   b) A participant is disqualified at the point where they arrive at a TIMED Checkpoint more than 60 minutes and 59 seconds late.

10. Participants are disqualified if they delete any part of the marked course for the purpose of gaining time. Exceptions, are obstacles or situations that render the marked trail impassible.

11. A participant is disqualified if they compete in the "wrong" class as designated for their:
    a) Age and/or ability. (see sections 6.0 and 7.0).
    b) Motorcycle "size".

12. Failure to meet Motorcycle legality requirements. (see section 5.0)

(22.0) Circuit Ranking

The TSCEC maintains a season long ranking of all participants in each TSCEC scored class. This ranking is used to identify which participants will receive special awards at the annual awards banquet and for qualification of induction into the TSCEC Hall of Fame.

At the end of each Enduro, participants are ranked according to placement within their class for the event. Participants in TSCEC scored classes are then awarded Circuit Points based on their finishing position within their class. (see sections 6.0, 7.0 and 17.0 for explanation of class placement and overall winners).

Circuit Points are awarded as follows:

Class placement at an Event	Circuit Points Awarded
Overall	22
1st	20
2nd	19
3rd	18
4th	17
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

1. Circuit points earned in one class cannot be transferred to any other class.

2. Any participant that receives a valid score for the first TIMED Checkpoint will receive Circuit Points according to placement for the event.

3. To receive full circuit Points at an event, a participant must complete the entire course and receive a valid score for all Checkpoints on the course.

   If a participant does not successfully complete the entire course, five points will be deductedfrom their Circuit Point total for the event.

4. If a participant is DISQUALIFIED for any reason other than violation of the Time Constraint rules, NO Circuit Points will be awarded to the participant for the event. (See rule 21.9).

5. Averaging Circuit Points. In order to not penalize an individual for working at a TSCEC Enduro a system of points averaging has been adopted. Any person actively involved with the "staging" of an Enduro may be given their "average" circuit score for the event they worked. This average score will be used in all calculations regarding their season end class placement.

a) In order to receive an average score the individual must meet all of the following qualifications:

1. They entered and received a score in at least 50% of the seasons scheduled events in the same class where the average is to apply.

2. They did not enter as a contestant in the event they are also averaging.

3. Their name appears on the list of "workers" submitted to the TSCEC President for the event they are averaging.

This list must be sent to the TSCEC President listing all workers by **NAME** and **TSCEC CLASS** within ten (10) days after the Enduro is completed. Failure to comply with this requirement will result in no workers receiving average scores for the event.

b) A workers average score for the event worked will be the average of their three (3) best scores for the season, in the class for which the average applies.

c) If a TSCEC member organization sponsors two events during the same Enduro season, participants working both events can receive two average scores according to the following:

1. The first average, will be the average of the individuals three (3) best scores for the entire season, in the class for which the average applies.

2. The second average, will be the average of the individuals 4th, 5th, 6th best scores for the entire season, in the class for which the average applies.

d) Because of the TSCEC Presidents on-going contribution throughout the year, the President is allowed to average one score at the end of the season.

1. The President must designate the event to be averaged prior to the start of the season.

2. The President cannot compete in the selected event.

3. The President will receive the calculated average score as though the President actually worked the selected event.

4. If the event is a two day Enduro, only one of the two days may be selected.

5. The President can receive an average score for a single selected Enduro, or for an Enduro actually worked, but not both.

6. Dropping Low Scores. In order to make Circuit Rankings more competitive scores for some Enduros can be "dropped" from the calculations. The number of drops is determined by the number of events held during the season. The following table shows the number of events, versus the number of drops possible. The lowest circuit scores are the ones dropped.

Number of events	Number dropped
1	0
2	0
3	0
4	0
5	1
6	1
7	1
8	2
9	2
10	2
11	2
12	3
13	3
14	3
15 or more	4

7. Ties. Ties that exist for Circuit Ranking at the end of the season will be broken in the following order:

a) Participant with the HIGHEST placement in the OVERALL top 20 of their competitive level.
b) Participant with the most OVERALL wins
c) Participant with the most FIRST PLACE wins
d) Participant with the most SECOND PLACE wins
e) Participant with the most THIRD PLACE wins
f) ... AND SO ON.

If the tie still exists, then two awards will be presented for one place.

Example: Two riders in the same class tie for third place and the tie cannot be broken. Two awards will be given for third place, and no award for fourth place.

(23.0) Awards

1. The minimum number of trophies awarded at a TSCEC event will be determined by the following:

   a) Two trophies per class, or 10% of the number of entries in a class whichever is greater. (maximum of ten trophies per class) (see rule 23.1c below).

   b) One trophy each for Overall "A", Overall "B" and Overall "Short Course.

   c) The 50 & Over MASTER class does NOT receive awards at individual Enduros. This class competes for event "Short Course Overall" and "End of Season" class awards only.

2. After the protest period, and when all protests have been resolved, a siren will sound indicating trophy presentations will begin in 5 minutes.

3. Riders who fail to pick up their trophies at an Enduro must send a written request and required mailing and handling fees to the host organization to have the trophy mailed. This service is at the <u>option</u> of the host organization.

4. At the discretion of the host organization Short Course trophies may be presented prior to the completion of the Long Course event.

5. End of season awards will be presented at the annual awards banquet. Based on total accumulated Circuit Points, awards are presented as follows:

   a) Overall winner of the "A" classes.
   b) Overall winner of the "B" classes.
   c) Overall winner of the Short Course classes.
   d) The number of awards presented each class is determined as follows.
      1. Calculate 30% of the number of Enduros held for the season, rounded up.
      2. Total all of the riders in the class who <u>scored</u> in at least the number of Enduros calculated in step one.
      3. Using the total number of riders calculated in step 2, determine how many awards to present from the following table.

Riders	Awards	Riders	Awards
20	10	10	5
19	9	9	4
18	9	8	4
17	8	7	3
16	8	6	3
15	7	5	3
14	7	4	3
13	6	3	3
12	6	2	2
11	5	1	1

6. The season ending men's Overall "A" Champion will also receive a helmet with their name and the year of the championship painted on it. This is in addition to the Overall "A" circuit award.

7. Challenge Team Awards are provided by sponsoring host organizations. (see rule 7.3)

(24.0) Miscellaneous Rules

1. TSCEC Enduros may be held concurrently with AMA sponsored events.

2. TSCEC rules will be provided to all affiliated member organizations.

3. All dates for TSCEC sanctioned Enduros shall be set at an organizational meeting called by the TSCEC President. Current TSCEC members shall have preference over newer members for dates.

4. There will be a maximum of five participants per minute at any TSCEC event. Six participants may be assigned to the same minute with the approval of all riders on that minute.

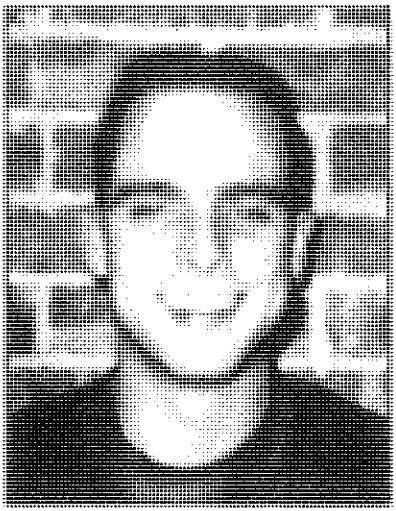
5. An Emergency Vehicle with qualified medical personnel MUST be provided by the host organization at each TSCEC event.

   Failure to provide emergency vehicle with qualified medical personnel will result in cancellation of score averaging for persons working the event.

6. Members of a host organization may ride their own Enduro if, such person does not take part in the marking of the Enduro trail, or perform any other task that would give them an unfair advantage over any other participant.

7. The host organization shall distribute Enduro results to the participants by any appropriate method.

Texas State Championship Enduro Circuit
1992-1993 Results



OVERALL A

TODD HARRIS
(Odessa)

1984-85 250 A
1986-87 AA
1988-89 Overall A
1989-90 Overall A
1990-91 Overall A
1991-92 Overall A
1992-93 Overall A

OVERALL B

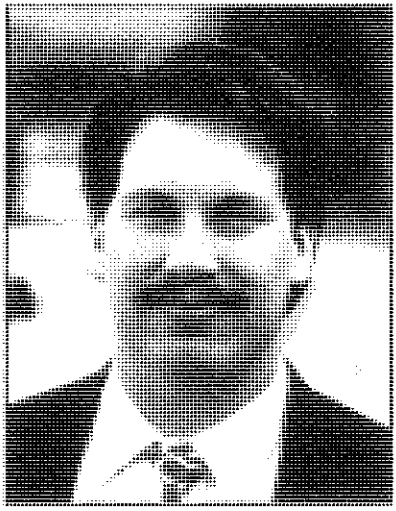
BARRY STANLEY
(Azle)

1992-93 Overall B

Todd Harris	174
Josh Whitaker	174
Chad Carlisle	162
Larry Crane	154
Randy Frady	124
Andrew Cooksey	112
Rick Higgins	100
Brian Storrie	96
Walter Birchfield	93
Barry Franklin	92

Barry Stanley	172
Mark Franklin	163
Greg Davis	136
Rodney Hess	124
Norm Delamar	123
Jeff Atwell	119
Glenn Hess	107
Michael Gautreau	101
Floyd Alley	95
Kenneth Smith	89

Texas State Championship Enduro Circuit
1992-1993 Results



OVERALL SHORT COURSE

JAMIE MOSTER

1992-93 Overall Short Course

WOMEN

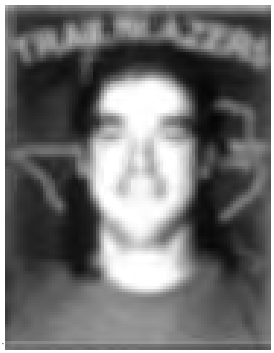
MINNIE PERRY
(Levelland)

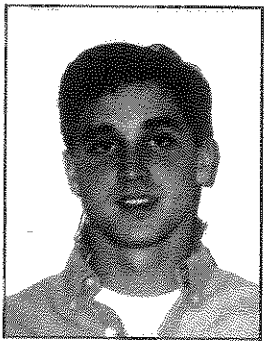
1991-92 Women B
1992-93 Women

Jamie Moster	171
Stan Simpson	151
Don Maillet	116
Will Hendrix	109
Robert Glover	107
Kenny Waters	105
Vernon Davidson	100
Barry Cogburn	96
Roy Pool	90
Matt Szabo	83

Minnie Perry	169
Ruth Ann Parsley	165
Bonnie Phillips	123
Lorena Hancock	36
Roxanne Hanley	32
L. Scheknayder	20
S. Dejarneatt	20
G. Culpepper	19
D. Lindeman	15
A. Bridwell	13

Texas State Championship Enduro Circuit
1992-1993 Results





AA

JOSH WHITAKER

1989-90 Overall B
1990-91 Rookie of the Year
1992-93 AA

Josh Whitaker	188
Chad Carlisle	174
Larry Crane	170
Randy Frady	164
Barry Franklin	157
Haydn Franklin	79

OPEN A

STEPHEN GRINER

1988-89 Open B
1992-93 Open A

Stephen Griner	174
Walter Birchfield	173
Randy McCool	164
Gordon Austin	114
Jud Cowley	87
L. Wilkinson	49
K. Miller	39
D. Evans	34
D. Cunningham	34
S. Mocklebust	30

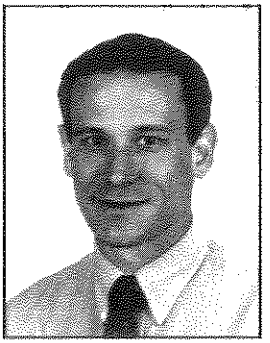
250 A

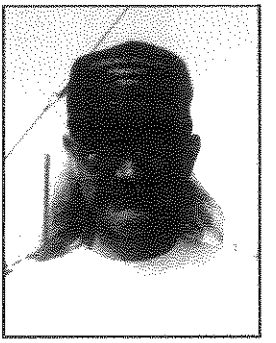
BRIAN STORRIE
(Denton)

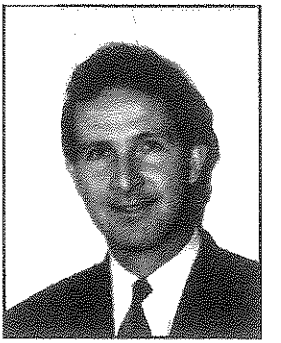
1986-87 16 & Under
1987-88 16 & Under
1988-89 125 C
1989-90 125 A
1991-92 125 A
1992-93 250 A

Brian Storrie	165
Richard Kirkpatrick	161
David Koontz	154
Michael Gillit	127
Danny Vigil	111
Rick Marburger	96
David Nix	73
Wes McKnight	71
Eric Neher	71
Mike Collins	66

Texas State Championship Enduro Circuit
1992-1993 Results







200 A

ANDREW COOKSEY
(Coppell)

1978-79 Overall B
1988-89 250 A
1991-92 200 A
1992-93 200 A

125 A

TERRY MAXWELL
(Odessa)

1987-88 125 A
1988-89 125 A
1990-91 125 A
1992-93 125 A

4 Stroke A

WILLIE PHEE

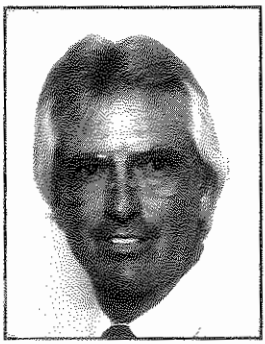
1992-93 4 Stroke A

Andrew Cooksey	179
Bud Hutchison	165
Ken Watkins	160
Brian Otto	121
Steve Hadorn	112
J. Kolbensvik	97
Howard Bailey	91
R. McKnight	59
T. Snider	50
R. Stewart	45

Terry Maxwell	179
Phillip Hoepfner	172
Archie Taliaferro	158
Ken Giles	133
Duane Badgley	74
C. Clapsaddle	36
L. Peevy	18
D. Pickett	17
B. Richards	16
K. Corum	15

Willie Phee	176
Darrell Diamond	158
Rick Higgins	143
Nelson Newton	47
Jim Rase	39
J. Northcutt	30
J. Kinzler	25
P. Walker	19
M. Williams	18
Phillip Hoepfner	18

Texas State Championship Enduro Circuit
1992-1993 Results



40 & OVER A

JACK HENRY
(Odessa)

1974-75 Open A
1975-76 Open A
1981-82 Open A
1984-85 Open A
1986-87 40 & Over A
1987-88 40 & Over A
1988-89 40 & Over A
1991-92 40 & Over A
1992-93 40 & Over A

Jack Henry	178
Guy Burkhart	172
Bob McKnight	172
George McMahan	123
Terry Hoak	98
J. Gutierrez	75
G. Cribbs	62
D. Powell	36
K. Clark	36
H. Juckett	18

Texas State Championship Enduro Circuit
1992-1993 Results

OPEN B

MICHAEL GAUTREAU

1992-93 Open B

Michael Gautreau	167
Kenneth Smith	165
Glenn Hess	138
Mark Denton	126
Trent Davis	70
David Baccus	68
Harold Wilson	55
J. Fletcher	44
William Moore	34
T. French	20

250 B

MARK FRANKLIN

1992-93 250 B

Mark Franklin	172
Jeff Atwell	162
Floyd Alley	156
Rodney Hess	141
Uwe Hale	98
Brian Hayes	94
Troy Rogers	91
Jim Smith	90
Lynn Williams	70
Wayne McMahan	69

200 B

SAM CRABTREE

1992-93 200 B

Sam Crabtree	162
Bryan Stanley	161
Chris Neher	141
Wade Hoak	140
Greg Jackson	82
Jim Schrader	54
Andy Carter	53
M. Taylor	47
P. Nettles	41
J. Reese	39

Texas State Championship Enduro Circuit
1992-1993 Results

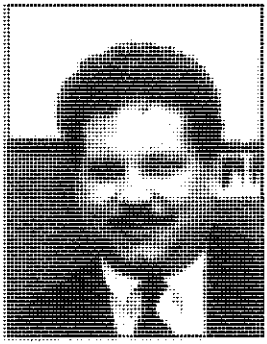
125 B

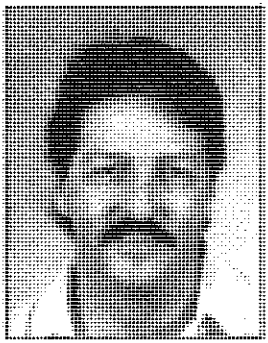
GREG DAVIS

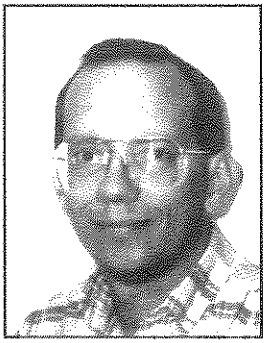
1992-93 125 B

Greg Davis	178
Norm Delamar	175
David McCaslin	131
William Rich	73
David Wyatt	68
T. Alewine	35
M. Betteridge	24
G. Jackson	20
F. Strei	18
S. McCalab	18

Texas State Championship Enduro Circuit
1992-1993 Results







OPEN C

BARRY COGBURN

1992-93 Open C

Barry Cogburn	165
Ken Bolton	163
Matt Szabo	158
Gary Palmer	158
Ken Compton	135
Pete Rowen	122
Ronnie Popham	100
Bobby Childress	41
Charles Fulton	35
Ronald Twining	32

250 C

DON MAILLET

1992-93 250 C

Don Maillet	165
Chuck Moore	138
Garry Singleton	130
Phillip Singleton	128
David Hyden	123
Lary Buckley	106
Scott Gray	96
Bobby Pulliam	81
Ronnie King	75
Chuck Marler	75

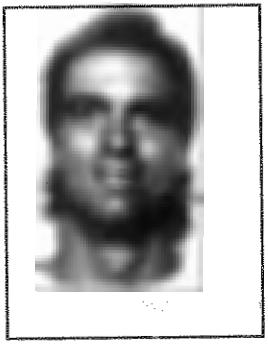
200 C

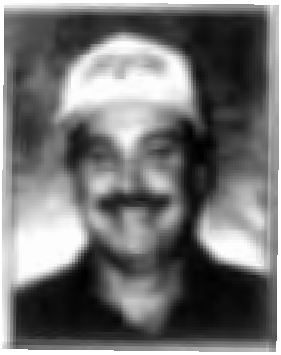
ROBERT GLOVER

1992-93 200 C

Robert Glover	180
Brian Hamm	171
Daniel Benoy	160
Dave Meers	150
James Naler	146
Cody O'Kelly	128
Steve Lackey	127
Aaron Nichols	126
Skip Welch	97
Bill Pando	64

Texas State Championship Enduro Circuit
1992-1993 Results





125 C

KENNY WATERS

1992-93 125 C

Kenny Waters	177
Vernon Davidson	177
Scott Martin	140
Kenneth Collins	129
Jeremy Buckley	123
J. Horst	79
M. Justice	72
Ricky King	69
B. Woodell	68
Zack Cambern	63

4 Stroke Short Course

GARY WEBB
(Southlake)

1986-87 250 C
1992-93 4 Stroke S/C

Gary Webb	171
George Getchell	110
Jim Harris	110
Marcus Kelley	99
Jim Stovall	58
Scott Frost	56
P. Richardson	53
R. Bim	52
K. Delcamp	51
K. Hair	41

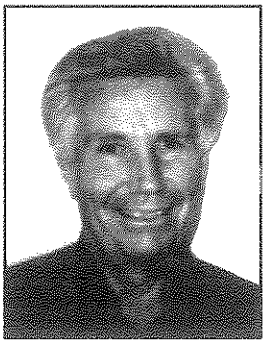
40 & OVER Short Course

RAY GRUPP
(Grapevine)

1989-90 200 C
1990-91 40 & Over S/C
1992-93 40 & Over S/C

Ray Grupp	176
Vernon Markworth	169
Kerry Whitaker	164
Harry O'Kelley	118
Larry King	108
G. H. Riffe	104
Cliff Alewine	99
Dorman Nichols	89
Brooks Blair	87
Dennis Ray	87

1992-1993 Results



SPORTSMAN

KENNETH LANGHAM
(Round Rock)

1991-92 Sportsman
1992-93 Sportsman

50 & OVER Short Course

STAN SIMPSON
(San Antonio)

1989-90 50 & Over S/C
1990-91 Overall S/C
1991-92 Overall S/C
1992-93 50 & Over S/C

16 & UNDER

LANCE KING

1992-93 16 & Under

Kenneth Langham	177
Wendell Alumbaugh	154
Frank Olson	146
Doug Paulson	131
Eric Gore	57
J. Krause	51
R. Cartwright	35
R. Simpson	33
B. Butler	31
K Selander	30

Stan Simpson	179
Will Hendrix	170
Jim Rohn	168
Roy Pool	165
Roland Miles	136
Kenny Otto	123
James Cooksey	110
Jimmy Perkins	75
Tom McKay	74
David Brown	50

Lance King	128
Martin Ekstrand	69
Jon Buckley	32
Steven Shelley	31
Chad Mann	20
Fay Retheal	20
A. Piland	19
J. Farris	19
Max Bril	19
M. Taliaferro	18

CHALLENGE TEAM WINNERS

CHALLENGE TEAM A

JOSH WHITAKER
PHILLIP HOEPFNER
BRIAN STORRIE

CHALLENGE TEAM B

NORM DELAMAR
MARK FRANKLIN
BRYAN STANLEY

Trophies for Challenge Team winners A and B are provided by the Fort Worth Trail Blazers Motorcycle club.

CHALLENGE TEAM SHORT COURSE

KEN BOLTON
JAMIE MOSTER
MATT SZABO

Trophies for the Short Course Challenge Team winners are provided by the San Antonio Sidewinders Motorcycle club.

HONDA
Rider's Club of America

1994 RED RIDERS
OFF-ROAD RACING CONTINGENCY PROGRAM

TEXAS STATE ENDURO CIRCUIT

14 Events x 7 classes: $30,800

1st $150

2nd $100

3rd $75

4th $50

5th $25

CLASSES

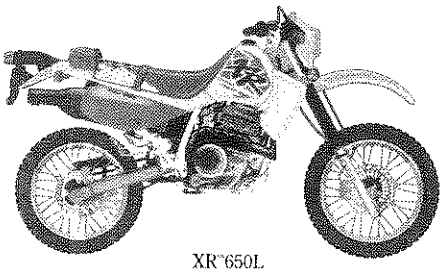
AA

A - open 250 4 stroke

B - open 250

C - 4 stroke

Ask Stan or Vernon for the claim forms
or contact your local HONDA DEALER!



XR™650L

Always wear a helmet, eye protection and protective clothing, and respect the environment. Obey the law, and read your owner's manual thoroughly. For rider training information, call the Motorcycle Safety Foundation at 1-800-447-4700.

TSCEC HALL OF FAME MEMBERS

LYNETT POOL
(Arlington)

Inducted 1976. Overall women's Champion 1973-74, 1974-75, 1975-76, 1976-77. Lynett retired in 1977

HENRY BOSTICK
(Dallas)

Inducted 1977. Overall "A" Champion 1974-75, 1976-77. Henry retired in 1978.

PERRY DAVIS
(Irving)

Inducted 1979. Overall "A" Champion 1975-76, 1978-79, 1979-80, 1980-81. Perry retired in 1982.

ROY POOL
(Arlington)

Inducted 1981. First place class wins. 1973-74, 1977-78, 1978-79, 1979-80, 1980-81, 1982-83. At age 54, Roy placed in the top 5 overall "A" and was promoted to the "AA" Class. Retired 1993.

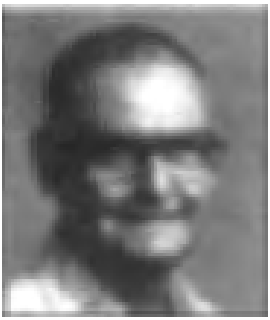
ZACK ELKINS
(Lubbock)

Inducted 1984. Overall "A" Champion 1982-83, 1983-84 and 1985-86. Member of 1982 USA international Six Days Enduro team in Czechoslovakia, winning a bronze medal.

BRENDA PRATT
(Fort Worth)

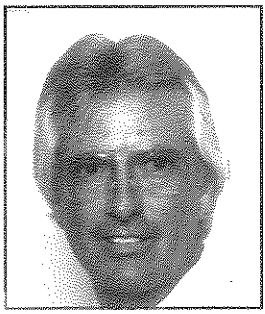
Inducted 1984. Brenda tied for the overall women's championship in 1980-81 and won the overall title in 1982-83 and 1983-84.

TSCEC HALL OF FAME MEMBERS



MILTON WENDROCK
(San Antonio)

Inducted 1987. "Windy" won first place class titles. 1973-74, 1974-75, 1983-84, 1984-85, 1986-87

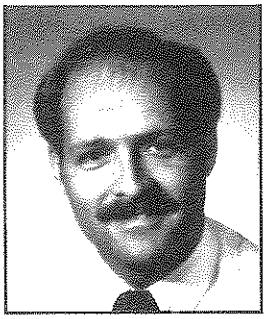


JACK HENRY
(Odessa)

Inducted 1987. Jack won first place class titles. 1974-75 1975-76, 1981-82, 1984-85, 1986-87, 1987-88, 1988-89, 1991-92, 1992-93.

CHRISSA DOUGLAS
(Burleson)

Inducted 1987. Chrissa won the women's overall state championship in 1985-86 and 1986-87.



MICHAEL RICHMOND
(Euless)

Inducted 1988. Michael was the Overall "A" Champion in 1986-87 and 1987-88.

CAROL JONES
(Port Neches)

Inducted 1988. Carol won five first place class titles. 1973-74 1984-85, 1985-86, 1986-87, 1987-88.

TODD HARRIS
(Odessa)

Inducted 1990. Todd was Rookie of the Year 1986. Overall "A" Champion 1988-89, 1989-90, 1990-91, 1991-92, 1992-93. Member of USA ISDE teams: 1987 Poland, 1988 France - Silver Medal, 1989 Germany - Silver Medal.

TSCEC HALL OF FAME MEMBERS

MARVIN YOUNGBLOOD

Marvin was inducted as an honorary member of the Hall of Fame in 1991. For many years, Marvin has been an avid supporter of Enduro riding and an inspiration to all who have met him. Typical of the many memories of Marvin during his active days as a rider was, after working most of the day Saturday, then traveling many hours alone, he would arrive at an Enduro site late on Saturday night, sometimes with his bike stuffed in the trunk of his car.

On one occasion, at a particularly hot August Enduro where Marvin was working at a mileage reset, he greeted the tired and weary riders with cold slices of "life saving" watermelon.

Marvin has also served as the "official" Master of Ceremonies at the annual awards banquet for several years.

The rule for honorary membership into the Hall of Fame says that a person must have "significantly contributed to the success and folklore of the TSCEC". For all who have known him through the years, Marvin certainly meets this requirement.

Member Organizations in the Hall of Fame

Lubbock Trail Riders - 1978
Concho Cycle Club, (San Angelo) - 1981
San Antonio Sidewinders - 1983
Fort Worth Trail Blazers - 1984
Red River Dirt Riders (Muenster) - 1988

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1973 TSCEC is organized by Roy and Lynett Pool. Roy is Chairman of the TSCEC for the first 19 years. (Through the 1991/92 season).

1974 Ray Leatherwood (Childress) begins publishing ENDO NEWS, a newspaper providing information and stories about the TSCEC.

1976 Hall of Fame is established to recognize those who achieve an outstanding level of performance.

1977 A "Legislative Committee" is formed for the purpose of providing input to legislative officials and voicing our dissatisfaction with unfair land closures or any other act that inhibits the use of off-road vehicles on public or privately available land.

1977 Marvin Youngblood becomes the "permanent" Master of Ceremonies for the Awards Banquet.

1978 The "Rookie of the year" award is established by Eddie Brasher, (Amarillo) in memory of his father. The award recognizes the first year "A" level rider with the best circuit score.

1978 The Fort Worth Trail Blazers Motorcycle club agrees to furnish two Challenge Team awards. The teams are to be made up of three (3) "A" or "B" level riders. Circuit Points are awarded to a team when all members of the team complete an Enduro.

1981 Barry and Karla Franklin take over publication of ENDO NEWS.

1985 The San Antonio Sidewinders motorcycle club agrees to furnish a Challenge Team award for Short Course riders.

1992 Roy Pool is elected TSCEC Chairman Emeritus and Stan Simpson is elected TSCEC President.

1993 TSCEC is organized as a non-profit corporation.

TSCEC riders who have represented the United States at the International Six Days Enduro (ISDE).

Steve Whitworth	Member of the 1978 team in Sweden winning a silver medal.
Zack Elkins	Member of 1982 team in Czechoslovakia winning a bronze medal.
Stan Simpson	Member of 1971 team in England winning a gold medal. 1974 team in Italy winning a gold medal. 1977 team in Czechoslovakia winning a silver medal. 1983 team in Wales winning a bronze medal.
Todd Harris	Member of 1987 team in Poland. 1988 team in France winning a silver medal 1989 team in Germany winning a silver medal.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

OVERALL RANKING SINCE THE BEGINNING OF THE TSCEC

Men "A"	Points	Women	Points
Barry Franklin	179	Carol Jones	175
Todd Harris	156	Laverne Phillips	115
Roy Pool	137	Bonnie Phillips	111
Walter Birchfield	119	Lynett Pool	110
Perry Davis	117	Brenda Pratt	107
Jack Henry	116	Karen Wiggins	102
Joe Dixon	109	Linda Engeling	89
Zack Elkins	90	Phyliss Hayes	84
Henry Bostic	81	Anita Jones	84
Bobby Pickard	75	Rita Rogers	81

MULTIPLE OVERALL WINNERS SINCE THE BEGINNING OF THE TSCEC

Men "A"		Women	
Todd Harris	5	Lynett Pool	3
Perry Davis	4	Brenda Pratt	2
Zack Elkins	3	Chrissa Douglas	2
Henry Bostic	2	Michael Richmond	2

MULTIPLE FIRST PLACE WINS SINCE THE BEGINNING OF THE TSCEC

Men "A"				Women	
Jack Henry	9	Brian Storrie	3	Lynett Pool	5
Roy Pool	6	Michael Richmond	3	Carol Jones	5
Todd Harris	6	Andrew Cooksey	3	Brenda Pratt	4
Perry Davis	5	Ed Allen	3	Karen Wiggins	3
Milton Windrock	5	Eddie Brasher	3	Bettye Hayes	2
Steve Whitworth	4	Leo Anderson	3	Phyliss Hayes	2
Joe Dixon	4	Bobby Pickard	3	Linda Engeling	2
Zack Elkins	4			Chrissa Douglas	2
Terry Maxwell	4			Elaine Wyatt	2

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

Throughout the years, the Awards Banquet for the previous season has been held on the Saturday night before the first Enduro of the new season.

1973/74 The 1st year.
The Circuit was formed by Roy and Lynett Pool in cooperation with various Texas Enduro clubs. 10 Enduros were held, the average number of entries was 200. 250 people attended the banquet which was hosted by the Gulf Coast Trail Riders at Woodville, Texas. Master of Ceremonies was Roy Pool.

Voted Best Enduro:	Post Enduro, (Lubbock Trail Riders)
Men's State Champion:	Charles Bishop, (Houston)
Women's State Champion:	Lynett Pool, (Euless)

1974/75 The 2nd year:
13 Enduros were held, the average number of entries was 350. 400 people attended the banquet which was hosted by the Odessa Permian Basin Motorcycle club, at Crane Texas. Master of Ceremonies was Chuck Spaugh (Lubbock).

Voted Best Enduro:	Post Enduro, (Lubbock Trail Riders)
Men's State Champion:	Henry Bostick, (Dallas)
Women's State Champion:	Bettye Hayes, (Fort Worth)

1975/76 The 3rd year:
12 Enduros were held, the average number of entries was 450. 700 people attended the banquet which was hosted by Troy Taylor and Jimmy Fotjik, at Rockne Texas. Master of Ceremonies was Chuck Spaugh, (Lubbock).Lynett Pool (Euless), was inducted into the Hall of Fame.

Voted Best Enduro:	Concho, (Concho Cycle Club)
Men's State Champion :	Perry Davis, (Irving)
Women's State Champion:	Lynett Pool, (Euless)

1976/77 The 4th year:
12 Enduros were held, the average number of entries was 550. The Awards Banquet was hosted by the Lubbock Trail Riders at Post Texas. Master of Ceremonies was Marvin Youngblood (Fort Worth). Henry Bostick was inducted into the Hall of Fame.

Legislative Chairman:	Bob Brownlee, (Amarillo)
Voted Best Enduro:	Terlingua, (Barrick Watts and Glen Pepper)
Overall Champion A:	Henry Bostick, (Dallas)
Overall Champion B:	Bruce Rose, (Fort Worth)
Overall Champion Women:	Lynett Pool, (Euless)

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1977/78 The 5th year:
11 Enduros were held, the average number of entries was 550. The banquet was hosted by the Trail Riders of Houston. The Lubbock Trail Riders Enduro Club was inducted into the Hall of Fame.

Scoring Chairman:	Lynett Pool, (Euless).
Gas Marshal:	Shirley Tate
Legislative Chairman:	Bob Brownlee, (Amarillo)
Voted Best Enduro:	Three-way tie, Fort Hood, Terlingua, Ghost Town - Thurber (Fort Worth Trail Blazers).
Rookie of the Year:	Paul Johnson.
Overall Champion A:	Don Sanford, (Odessa)
Overall Champion B:	Guy Burkhart, (Houston)
Overall Champion Women:	Laverne Phillips, (Abilene)
Challenge Team A:	Jack Moss, Eddie Brasher, Glenn Terry
Challenge Team B:	Jim Foster, Coleman, T. Miera.

1978/79 The 6th year
10 Enduros were held, the average number of entries was 450. The banquet was hosted by the Fort Hood Dirt Riders at Kileen, Texas. Perry Davis was inducted into the Hall of Fame.

Scoring Chairman:	Janeva Tuell, (Dallas)
Legislative Chairman:	Bob Brownlee, (Amarillo)
Voted Best Enduro:	Caney Creek (Trail Riders of Houston).
Rookie of the Year:	Greg Odom (Pampa).
Overall Champion A:	Perry Davis, (Irving)
Overall Champion B:	Andrew Cooksey, (Arlington)
Overall Champion Women:	Phyllis Hayes, (Fort Worth)
Challenge Team A:	Jack Moss, Eddie Brasher, Glenn Terry.
Challenge Team B:	B. Blair, Ken. Watkins, Ron. Sides

1979/80 The 7th year:
12 Enduros were held, the average number of entries was 383. The banquet was hosted by the Fort Hood Dirt Riders Association at Killeen, Texas.

Legislative Chairman:	Dave Meers, (Irving)
Scoring Chairman:	Linda Rulau (Houston)
Voted Best Enduro:	Ghost Town Enduro, (Thurber,TX -Fort Worth Trail Blazers).
Rookie of the Year:	Bobby Pickard, (Dallas)
Overall Champion A:	Perry Davis, (Irving)
Overall Champion B:	Ray Don Leatherwood, (Childress)
Overall Champion Women:	Linda Engeling, (Austin)
Challenge Team A:	Bob Mohr, Will Hendrix, Bill Pando.
Challenge Team B:	Rich Briggs, Norman Delamar, Jim Brown.

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1980/81 The 8th year:
14 Enduros were held, the average number of entries was 350. The banquet was hosted by the Fort Worth Trail Blazers at Thurber, Texas. Dick Burleson, National Enduro Champion spoke at the banquet. The Concho Cycle Club (San Angelo) was inducted into the Hall of Fame.

Legislative Chairman:	Dave Meers, (Irving)
Scoring Chairman:	Linda Rulau, (Houston)
Voted Best Enduro:	Concho Enduro, (Concho Enduro Club)
Rookie of the Year:	"Yankee" Bill Hite, (Fort Worth)
Overall Champion A:	Perry Davis, (Irving)
Overall Champion B:	Harold Boyce, Jr.
Overall Champion C:	Tim Randolph
Overall Champion Women:	Brenda Pratt and Debra Stowe (tie)
Challenge Team A:	Bob Mohr, (Euless); Will Hendrix, (Austin); Leo Anderson, (Austin).
Challenge Team B:	Dale Little, (Fort Worth); Sam Womack, (Fort Worth); Charles Campbell, (Fort Worth).

1981/82 The 9th year:
13 Enduros were held, the average number of entries was 380. The banquet was hosted by the Amarillo Track & Trail Riders, at Memphis Texas.

Legislative Chairman:	Will Hendrix (Austin)
Scoring Chairman:	Greta Hopson
Voted Best Enduro:	Sidewinders, (Sidewinders Enduro Club, San Antonio)
Rookie of the Year:	Harold Boyce Jr.
Overall Champion A:	Joe Dixon, (Abilene)
Overall Champion B:	Donnie Westfall, (Amarillo)
Overall Champion C:	Ryan Rodeberg, (Dallas)
Overall Champion Women:	Debbie Denman, (Arlington)
Challenge Team A:	Joe Dixon, Harold Boyce, Carley Bell
Challenge Team B:	Pat McGraw, Randy Kleam, Gaylord Kennedy

1982/83 The 10th year:
12 Enduros were held the average number of entries was 372. The banquet was hosted by the Fort Hood Dirt Riders at Killeen. Roy Pool was inducted into the Hall of Fame. San Antonio Sidewinders Enduro Club inducted into the Hall of Fame.

Legislative Chairman:	Will Hendrix
Scoring Chairman:	Katie Wiggins, (Belton)
Voted Best Enduro:	The Sidewinders, (Sidewinder Enduro Club, San Antonio)
Rookie of the year:	Donnie Westfall, (Amarillo)
Overall Champion A:	Zack Elkins, (Lubbock)
Overall Champion B:	Walter Birchfield, (Austin)
Overall Champion C:	Jim Snyder, (Fort Worth)
Overall Champion Women:	Brenda Pratt, (Fort Worth)
Challenge Team A:	Bill Hite, Jeff Kring, Charles Cambell
Challenge Team B:	Allen Tuell, Ryan Rodeberg, Sam Womack

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1983/84 The 11th year

11 Enduros were held the average number of entries was 408. The banquet was hosted by the Red River Dirt Riders at Muenster, Texas. Zack Elkins and Brenda Pratt were inducted into the Hall of Fame. Fort Worth Trail Blazers Enduro Club inducted into the Hall of Fame.

Scoring Chairman:	Cindy McKee, (Belton)
Gas Marshal:	Paul Cook, (Copperas Cove)
Voted Best Enduro:	Ghost Town (Fort Worth Trail Blazers).
Rookie of the year:	Ryan Rodenberg
Overall Champion A:	Zack Elkins, (Lubbock)
Overall Champion B:	Steve Klein, (Houston)
Overall Champion C:	Bob Thompson, (McAllen)
Overall Champion Women:	Brenda Pratt, (Fort Worth)
Challenge Team A:	Kenny Otto, Doug Neu, Dwayne Otto
Challenge Team B:	Robert Dregger, Ben Cyhala, Steve Klein

1984/85 The 12th year:

11 Enduros were held, the average number of entries was 439. The banquet was hosted by the Permian Basin Motorcycle Association at Crane, Texas.

Scoring Chairman:	Cindy McKee, (Belton)
Gas Marshal:	Paul Cook, (Copperas Cove)
Voted Best Enduro:	LTR, (Lubbock Trail Riders).
Rookie of the year:	Mike Richmond
Overall Champion A:	Mike Collins, (Lubbock)
Overall Champion B:	Woody Allison, (Odessa)
Overall Champion C:	John Jones, (Bastorp)
Overall Champion Women:	Karen Wiggins, Gilner, (Belton)
Challenge Team A:	Ed Allen, Larry Burleson, Steve Klein
Challenge Team B:	Nick Norman, Larry Upchurch, Sam Womack
Challenge Team C:	John Gray, Mike Olson, Don Klinker

1985/86 The 13th year:

11 Enduros were held, the average number of entries was 382. The banquet was hosted by the Amarillo Track & Trail Sports Riders, at Memphis, Texas.

Scoring Chairman:	Shirley Miles, (Amarillo)
Voted Best Enduro:	Red River, (Red River Dirt Riders).
Rookie of the Year:	Todd Harris, (Odessa)
Overall Champion A:	Zack Elkins, (Lubbock)
Overall Champion B:	Johnny Jones, (Bastrop)
Overall Champion C:	Mark Goertz, (Red Rock)
Overall Champion Women:	Chrissa Douglas, (Burleson)
Challenge Team A:	Will Hendrix, James Willet, Roy Pool
Challenge Team B:	John Gray, Mike Olson, Kyle Dubberke
Challenge Team C:	James Naler, Randy McCool, Greg Frady

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1986/87 The 14th year:
12 Enduros were held, the average number of entries 365. The banquet was hosted by the River City Enduro Riders at Rockne. Milton Wendrock, Jack Henry, Chrissa Douglas were inducted into the Hall of Fame.

TSCEC Referee:	Jack Henry, (Odessa)
Scoring Chairman:	Shirley Miles, (Amarillo)
Gas Marshal:	Carol Webb, (Fort Worth)
Voted Best Enduro:	Boondocker
Rookie of the Year:	John Jones
Overall Champion A:	Michael Richmond, (Euless)
Overall Champion B:	Brian Otto, (Gainesville)
Overall Champion C:	Mike Looney, (Rowlett)
Overall Champion Women:	Chrissa Douglas, (Burleson)
Challenge Team A:	Will Hendrix, Roy Pool, James Willett
Challange Team B:	No award given
Challenge Team C:	Jimmy Jones, Milton Wendrock, Darrell Warneck

1987/88 The 15th year:
13 Enduros were held, the average number of entries 307. The Awards Banquet was hosted by the Sidewinders Enduro Club of San Antonio at String Prairie. Michael Richmond, and Carol Jones were inducted into the Hall of Fame. Red River Dirt Riders was inducted into the Hall of Fame.

TSCEC Referee:	Will Hendrix, (Austin)
Scoring Chairman:	Shirley Miles, (Amarillo)
Gas Marshall:	Carol Webb, (Fort Worth)
Voted Best Enduro:	Red River (Red River Dirt Riders)
Rookie of the Year:	Brian Otto, (Gainsville)
Overall Champion A:	Michael Richmond, (Euless)
Overall Champion B:	Mike Wilson, (Borger)
Overall Champion C:	Larry Crane, (Garland)
Overall Champion Women:	Carol Jones, (Port Neches)
Challenge Team A:	Greg Koetter, Larry Rousseau, William Pearson
Challenge Team B:	Darrell Waneck, Frank Wendrock, Jr., Thomas Townsend
Challenge Team C:	James Naler, Dave Meers, Don Bruner

1988/89 The 16th year:
15 Enduros were held, the average number of entries 230. The Awards Banquet was hosted by the Trail Riders of Houston at Caney Creek.

Scoring Chairman:	Shirley Miles, (Amarillo)
Gas Marshall:	Carol Webb, (Fort Worth)
Voted Best Enduro:	Cycleland, (Nacogdochrs)
Rookie of the Year:	John Gray
Overall Champion A:	Todd Harris, (Odessa)
Overall Champion B:	Larry Crane, (Fort Worth)
Overall Champion C:	Joey Houghton, (Gainesville)
Overall Champion Women:	Joann Beard, (Lubbock)
Challenge Team A:	Barry Franklin, Buddy Hutchison, John Gray
Challenge Team B:	Stephen Griner, Ken Watkins, Larry Crane
Challenge Team C:	Joey Houghton, Brian Storrie, Josh Whitaker

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1989/90 The 17th year:
13 Enduros were held, the average number of entries was 202. The Awards Banquet was hosted by the Red River Dirt Riders at Muenster, Texas. Todd Harris (Odessa), was inducted into the Hall of Fame.

Scoring Chairman:	Karla Franklin, (Crowley)
Voted Best Enduro:	Sidewinders, (Sidewinders Enduro Club, San Antonio)
Rookie of the Year:	Larry Crane
Overall Champion A:	Todd Harris, (Odessa)
Overall Champion B:	Josh Whitaker, (Plano)
Overall Champion C:	Haydn Franklin, (Crowley)
Overall Champion Women:	Becky Woodell, (Lubbock)
Challenge Team A:	Barry Franklin, Larry Crane, Steven Griner
Challenge Team B:	Joey Houghton, Jeff Pearson, Josh Whitaker
Challenge Team C:	Don Burner, Haydn Franklin, J. Kollmeier

1990/91 The 18th year:
13 Enduros were held, the average number of entries was 213. The Awards Banquet was hosted by the Fort Worth Trail Blazers at Muenster, Texas. Marvin Youngblood was inducted into the Hall of Fame.

Scoring Chairman:	Karla Franklin, (Crowley)
Voted Best Enduro:	Concho, (Concho Cycle Club)
Rookie of the Year:	Josh Whitaker
Overall Champion A:	Todd Harris, (Odessa)
Overall Champion B:	Rick Marburger, Dallas
Overall Champion C:	Stan Simpson, (San Antonio)
Overall Champion Women:	Bonnie Phillips, (Cypress)
Challenge Team A:	Terry Maxwell, Jack Henry, Todd Harris
Challenge Team B:	J. Kollmeier, Haydn Franklin, R. Watson
Challenge Team C:	Bill Pando, Wendell Alumbaugh, Will Hendrix

1991/92 The 19th year:
11 Enduros were held, the average number of entries was 170. The Awards Banquet was hosted by the Fort Worth Trail Blazers at Muenster, Texas.

Scoring Chairman:	Karla Franklin, (Crowley)
Voted Best Enduro:	Concho, (Concho Cycle Club)
Rookie of the Year:	Haydn Franklin
Overall Champion A:	Todd Harris, (Odessa)
Overall Champion B:	Greg Frady, (Lewisville)
Overall Champion C:	Stan Simpson, (San Antonio)
Overall Champion Women:	Alice Benoy, (Nacogdoches)
Challenge Team A:	B. Hutchison, Haydn Franklin, Barry Franklin
Challenge Team B:	N. Delamar, R. Watson, M. Franklin
Challenge Team C:	Will Hendrix, Wendell Alumbaugh, Bill Pando

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT HISTORY

1992/93 The 20th year:
12 Enduros were held, the average number of entries was 181. The Awards Banquet was hosted by the Trail Riders of Houston at New Waverly, Tx. Stan Simpson, (San Antonio) was elected TSCEC President.

Scoring Chairman:	Karla Franklin, (Crowley)
Voted Best Enduro:	Sidewinder
Rookie of the Year:	Willie Phee
Overall Champion A:	Todd Harris (Odessa)
Overall Champion B:	Barry Stanley
Overall Champion S/C:	Jamie Moster
Overall Champion Women:	Minnie Perry
Challenge Team A:	Josh Whitaker, Phillip Hoepfner, Brian Storrie
Challenge Team B:	Norm Delamar, Mark Franklin, Bryan Stanley
Challenge Team S/C:	Ken Bolton, Jamie Moster, Matt Szabo

Organizations that have hosted TSCEC Enduros

Sweeney Motorcycle Club, (Sweeney) 1973-75
Stump Jumpers Motorcycle Club, (Euless) 1973-77
Fort Hood Motorcycle Club, (Fort Hood) 1973-88
Trail Riders of Houston, (Houston) 1973-
Lubbock Trail Riders, (Lubbock) 1973-
Rockne Enduro Association, (Rockne) 1973-78
Permian Basin Motorcycle Association, (Odessa) 1974-
Muenster Jaycee's, (Muenster) 1974-75
Gulf Coast Riders, (Woodville 1974-75
Fort Worth Trail Blazers, (Fort Worth) 1974-
Sidewinder Enduro Club, (San Antonio) 1974-
Amarillo Track & Trail, (Amarillo) 1974-
Texas Enduro Association, (Port Neches) 1974-79
Concho Cycle Club, (San Angelo) 1975-
Southwest Sport, (Cleveland) 1975-76
Cinco De Mayo, (McAllen) 1975-76
Et Cetera, (New Waverly) 1975-76
Childress Enduro Club, (Childress) 1976-78
Terlingua Enduro Club, (Terlingua) 1977-82
Bridgeport Enduro Club, (Bridgeport) 1979-85
Highgrove Enduro Club, (Highgrove) 1979-80
Post Enduro Association, (Lubbock) 1979-
River City Dirt Riders, (Austin) 1980-89
Scottsville Enduro Association, (Scottsville) 1981-83
Red River Dirt Riders, (Muenster) 1981-
Boondockers Motorcycle Club, (Lubbock) 1986-
Pampa Enduro Club, (Pampa) 1988-89
Cycleland Enduro Club, (Nacogdoches) 1989-

RECORD OF RACE RESULTS

Rider's Name	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT
2833 Live Oak Lane
Bedford, Texas 76021

June 7, 1992

Effective June 7, at the Summer Meeting, I stepped down as Chairman of the Texas Circuit.

My goal had been to continue as Chairman through the 1992-93 season because that will be the 20th year for the Texas Circuit. But, over the past couple of years, I realized that I probably wouldn't make that goal. The Texas Circuit has survived for 19 years because I was willing to fight for it's survival. I'm stepping down because I'm tired of fighting and arguing. It's no longer fun!

Over the past few years, it has become more difficult for me to fight those in the Circuit that are not for the good of all riders. A good example of this attitude is what happened at the recent LTR Enduro. In years past, I would not have allowed a situation like that to have happened. I would have called a Circuit committee meeting and they would have decided what was the "right" thing to do rather than let a few individuals make that decision.

So, it's time for me to turn the Circuit over to someone else that has a fighting spirit and who will continue to keep the Texas Circuit strong.

About three years ago, I began searching for my replacement and discovered that there are not very many people that would want this job or had the <u>integrity</u> to do the job right for all riders. I finally narrowed my search down to one primary candidate. And, as I came to know him better, I became convinced that he was not only the right man

the many fine and close firends we have met through the Circuit.

Without you, I could not have stayed in this job for 19 years!

There are some I would especially like to recognize for their support:

George McMahon, Post
Marvin Youngblood, Ft. Worth
Jody Coker, Eddie Brasher, Tom McKay - Amarillo
Jack Henry, Odessa
Windy Wendrock, Frank Wendrock, Charles Greer - San Antonio
Chris Hardy, Houston
Will Hendrix, Austin
Tommy Simmons, Boondockers
Pete Storrie, Red River
Ron Brady, LTR
Randy Watson, San Angelo
Troy Taylor, Jimmy Fotjik - Rockne

Thanks,

Roy Pool

for the job ... but, he was the only man for the job! A year ago I approached him and asked him if he would consider becoming Chairman when I decided to step down. After some sole searching, he accepted the responsibility and we have worked closely this past year preparing him for this job. He is a man of integrity and I am very proud to announce the new Chairman of the Texas Circuit, Stan Simpson from San Antonio.

I would also like to take this opportunity to let each of the Circuit Clubs know how much I've enjoyed working with them over the last 19 years. There is not an organization anywhere that has had the consistent backing and support that you've given to me. The Texas Circuit is recognized throughout the United States and respected for it's organization and rulebook. No other circuit has been as successful or lasted as long as the Texas Circuit. So, that says we have been doing something right all these years.

I've received many letters from other circuits and riders in other states telling how much they enjoyed riding one of our enduros because they were so well organized, had safe gas stops, an excellent scoring system and rules to ensure fair treatment to all riders. I'm very proud of what the Texas Circuit has accomplished during these years and hope it will continue to bring enjoyment to riders for years to come. It can only be as successful as you, the Clubs, are willing to make it. I am asking you to give your full support to Stan and let his leadership continue to make the Texas Circuit the best anywhere.

I want you to know how much it has meant to me to have your personal backing and support. Through the years, Lynett and I have cherished

First year of the circuit was 1973.

Dave Meers, Bill Pando and myself, more or less accurately, through research and knowledgeable estimates have calculated the following.

82,560 riders went to the starting line at TSCEC Enduros. (235 Enduros)

We bought 3700 motorcycles, for which we paid $7,588,000.

We paid $1,239,000 in entry fees.

We traveled 16,512,000 miles going to Enduros.

We spent $16,900,000 for Vans, Trailers and motorhomes.

$1,651,000 for food.
$ 206,000 for motels.
$1,032,000 for gas.
$1,442,000 for riding cloths.
$ 266,000 for motorcycle tires.
$ 111,000 for chains.
$ 900,000 for spark plugs.
$ 333,000 for time-keeping equipment.

All together Roy's Enduro circuit pumped approximately $32,000,000 back into the Texas economy.

On the down side, there may have been over 2,000 broken bones and we decided not to try and estimate the number of divorces.

Stan ask for a show of hands for those in favor of Pete's motion. The best I could tell, everyone in the room with the exception of the Fort Worth Trail Blazer representatives raised their hands in favor. The article failed to mention this important event and the warm feeling of friendship that was in the room at that time.

Each year Roy presented to the clubs an accounting of the previous years expenses. These figures were used to determine the amount of each entry fee that would be allocated to the operation of the circuit. There has always been debate among the clubs as to what the fees should be and discussion concerning how to hold down expenses are common at these meetings.

The money collected by the clubs from the riders is used to pay for circuit related expenses. The expenses include such things as, printing and distributing the rule book, purchasing the various awards given at the banquet and paying for telephone usage. Each year at the awards banquet Roy gave jackets, helmets, plaques and almost 100 impressive trophies. On several occasions throughout the year Roy needed to talk by phone with the Enduro clubs, and sometimes riders would call him collect to talk at length about their ideas or complaints.

The Trail Blazers representatives presented comparative expenses from other Enduro circuits. The figures they presented were not examined to see if they were accurate, or if they were truly, "apples to apples" comparisons. The Trail Blazers had no proof that any money was spent other than, as Roy reported. There was some discussion regarding what the Trail Blazers had to say, and later in the meeting, after Roy had left the room, the clubs voted to leave all circuit and rider fees at the current level with the exception of non-circuit scored "Motocross" type classes.

The circuit has always been short of funds, and from time to time Roy has contributed money personally to keep it going. By insinuating that he resigned because of accusations regarding "serious questions about circuit finances" is nothing more than "yellow journalism".

The circuit was Roy's idea, and for nineteen years he served as it's chairman. Roy, with the help of the clubs and the support of the riders turned nothing into something. Under Roy's guidance, Texas Enduro's were organized from local events into a coordinated schedule of races. A rule book was developed and improved each year. A system of points was established by which season end winners could be decided and recognized at an annual awards banquet. It was also Roy's idea to hold a summer meeting and to have the clubs participate in setting the ground rules for the circuit.

Because of the circuit, Texas Enduro riders begin to receive national recognition. Over the years this recognition resulted in several riders receiving sponsorship from motorcycle factories and local dealers. In one case, a Texas rider was selected by a major factory to ride the national Enduro series and others used the TSCEC as a spring board for national and inter-national competition.

August 12, 1992

Barry Franklin
ENDO NEWS
851 Meadowview
Crowley, TX 76036

Dear Barry,

Recently, a brief article appeared in ENDO NEWS regarding the resignation of Roy Pool as chairman of the Texas Enduro circuit. The article makes it sound as if the TSCEC member Enduro clubs accused Roy of financial mismanagement, that Roy then resigned and Stan Simpson was elected by the clubs to serve as interim circuit president. I was at the June 7th, circuit organizational meeting and what the article infers is NOT what happened.

The Texas State Championship Enduro Circuit (TSCEC), is not a formal organization functioning under bylaws and corporate guidelines. The TSCEC is simply the result of Roy's personal efforts to get several motorcycle clubs across the state to agree to hold Enduros according to a schedule of events and to abide by a common set of rules. Nowhere in this relationship was there any definition of who would function as the "person in charge", how this person would be selected, or how long they would serve.

The ENDO NEWS article leaves the impression that Roy's departure was unplanned. That is not true. For several months Roy has been ready to retire and was looking for someone to take over responsibility of the circuit.

A few weeks before the June 7th meeting, it was decided that Roy would announce at the meeting he was stepping down. Early in the meeting, reading from a prepared statement, he indicated the time had come for someone new to take control of the circuit and that he had chosen Stan Simpson for the job. Roy also thanked the clubs and certain individuals for their support and participation over the years. A copy of Roy's resignation statement was handed to a representative of ENDO NEWS with a request to print it in the next edition. It was not printed.

The plan was, that after reading the statement, Roy and Lynette would then leave the room so that Stan could begin the business of continuing the circuit for its 20th year. As Roy was walking past and individually thanking various people, Pete Storrie of the Red River Dirt Riders took Roy's hand and stopped him. Pete then made a motion that Roy be given the permanent title of Chairman Emeritus and that Stan be given the title of President.

Nineteen years is a long time and I know that not every decision Roy made was agreeable to everyone, but more of them were right, than were wrong and through it all Roy did a good job of creating the circuit and keeping it going. The time for Roy to step down was rapidly approaching and I applaud his decision for doing it now, and for his choice of Stan Simpson to lead the circuit.

Stan brings with him several years experience participating in the motorcycle industry and competing at the national and inter-national level. Stan will have new ideas and I am sure he will do his best to make the circuit better.

The ENDO NEWS article could have reported the passing of an era, giving Roy credit where credit was due and enthusiastically welcoming Stan to the challenges that lie ahead. Instead, the article slandered Roy by incorrectly leaving a suspicion of guilt, and implying that he was forced to quit.

I am asking that you promptly print a retraction and apology to Roy and to everyone who was offended by the article.

Wendell Alumbaugh

cc: Stan Simpson
President
TSCEC

Mr. Roy Pool
2833 Live Oak Lane
Bedford, TX 76021

28 August 1992

Dear Roy:

This letter is to serve as an apology and retraction of any statements made in the last issue of ENDO NEWS that were found to be offensive or interpreted to be derogatory toward you or any others regarding the activities at the June meeting of the TSCEC.

I did not intend to cause any hardship, embarrassment, or otherwide make any incorrect statements that would reflect on anyones personnel integrity.

Please accept my apology.

Sincerely,

Barry Franklin

Barry Franklin
ENDO NEWS
Editor

cc: next issue Endo
cc: TSCEC Clubs via Simpson

TSCEC
4734 Broom Street
San Antonio, TX 78217

Roy Pool
1906 Valley Lane
Arlington, TX 76013

Texas State Championship Enduro Circuit

EVENT SCHEDULE **as of Friday, April 3, 1999**

CALL BEFORE YOU HAUL

	EVENT / Location	Date	Points Paid by		
7	Lone Star Enduro North of Post, TX	Apr 25	CD	HP	RMEC
8	Cycleland Enduro Nacogdoches, TX	May 16	CD	SD	
•	TSCEC Board of Directors	June 12	By the Rules		
•	Summer Planning Meeting	June 13	For the Clubs		
•	TSCEC 25th Awards Banquet	June 13	For our members		
•	TSCEC Summer RODEO	June 14	For the Fun		
9	Louisiana Trail Riders Ft. Polk LA. *RESCHEDULED per USFService*	June 20	SD	SERA	
10	Kachina Enduro Santa Fe, NM	Aug 1	HP	RMEC	
11	Breezy Hill Enduro Dry Prong, LA	Aug 8	SD	SERA	
12	Mile High Enduro Cloudcroft, NM	Sep 12	HP	RMEC	
13	Caney Creek Enduro New Waverly, TX	Sep 26	CD	SD	
14	Crosstimbers Enduro OK City, OK	Oct 3	HP	SD	
15	Cottonboll Enduro Memphis, TX	Oct 17	CD	HP	
16	Red River Dirt Riders North of St. Joe, TX	Oct 31	CD	SD	BJEC
17	Boondockers Enduro Matador, TX	Nov 14	CD	HP	RMEC

Competing in our 26th year as a Championship Enduro Circuit

Questions ? Call: MASTERS CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	**503**	**Franklin**	**Barry**	**20**	**22**	**20**	**22**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**106**
2	325	Wilson	Harold	22	12	18	19	20	0	0	0	0	0	0	0	91
3	727	Crawford	Jay R.	18	0	19	20	17	0	0	0	0	0	0	0	74
4	579	Bamber	Danny	19	0	17	18	18	0	0	0	0	0	0	0	72
5	102	Hendrix	Will	14	0	16	17	15	0	0	0	0	0	0	0	62
6	151	Henry	Jack	16	19	0	0	19	0	0	0	0	0	0	0	54
7	710	Dennis	Scott	17	0	22	0	0	0	0	0	0	0	0	0	39
8	103	Markworth	Vernon	15	0	0	0	16	0	0	0	0	0	0	0	31
9	775	Grice	Walter L	0	20	0	0	0	0	0	0	0	0	0	0	20
10	372	Labbe	Greg	0	18	0	0	0	0	0	0	0	0	0	0	18

Questions ? Call: C OVER 57 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	**636**	**Olson**	**Frank**	**20**	**20**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
2	540	Langham	Kennith	0	0	19	20	19	0	0	0	0	0	0	0	58
3	302	Miles	Roland	0	0	20	0	0	0	0	0	0	0	0	0	20
4	351	Leatherwoo	Gene	19	0	0	0	0	0	0	0	0	0	0	0	19
5	877	Canion	Bill	0	0	0	0	18	0	0	0	0	0	0	0	18
6	377	Boyd	Walter	0	14	0	0	0	0	0	0	0	0	0	0	14

Questions ? Call: C OVER 50 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	**590**	**Delamar**	**Norman**	**19**	**20**	**20**	**20**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**98**
2	104	Lair	Bruce	17	18	18	18	17	0	0	0	0	0	0	0	88
3	513	Webb	Gary	20	16	17	17	18	0	0	0	0	0	0	0	88
4	552	Otto	Kenny	18	15	15	15	16	0	0	0	0	0	0	0	79
5	645	Krause	Jim	0	19	19	19	20	0	0	0	0	0	0	0	77
6	999	Burgen	David	15	0	16	16	15	0	0	0	0	0	0	0	62
7	574	Stacy	Sam	14	14	0	8	0	0	0	0	0	0	0	0	36
8	354	Nichols	Dorman	16	0	0	9	0	0	0	0	0	0	0	0	25
9	777	Arms	Jeff	0	17	0	0	0	0	0	0	0	0	0	0	17

Questions ? Call: C OVER 40 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	**657**	**Grupp**	**Ray**	**20**	**20**	**18**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**98**
2	667	Hogan	Mickey	16	19	16	16	18	0	0	0	0	0	0	0	85
3	932	Stovall	Jim	15	17	13	0	17	0	0	0	0	0	0	0	62
4	643	Crowder	Ralph	17	0	19	17	0	0	0	0	0	0	0	0	53
5	370	Kollmeier	Jeff	0	0	15	18	19	0	0	0	0	0	0	0	52
6	739	Kincaid	Michael	0	0	17	15	16	0	0	0	0	0	0	0	48
7	931	Spradling	Tim	0	0	20	19	0	0	0	0	0	0	0	0	39
8	714	Hoak	Terry	18	0	14	0	0	0	0	0	0	0	0	0	32
9	583	Hooks	Danny	19	0	0	0	0	0	0	0	0	0	0	0	19
10	764	Castloo	Dan C.	0	18	0	0	0	0	0	0	0	0	0	0	18
11	760	Arendt	Steve M.	0	16	0	0	0	0	0	0	0	0	0	0	16
12	992	Chasse	David	0	15	0	0	0	0	0	0	0	0	0	0	15

Questions ? Call: C NOV 200 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 972	Russell	Rob	19	20	19	17	20	0	0	0	0	0	0	0	95
2 809	Crittenden	Eric	0	19	20	20	17	0	0	0	0	0	0	0	76
3 957	Hannit	Brit	18	0	18	19	19	0	0	0	0	0	0	0	74
4 728	Cox	Bill C.	20	0	17	18	0	0	0	0	0	0	0	0	55
5 365	Coppock	Rodney	0	0	16	11	15	0	0	0	0	0	0	0	42
6 980	Hinson	Richard	0	18	0	0	16	0	0	0	0	0	0	0	34
7 805	Bray	Kirk	0	12	0	0	18	0	0	0	0	0	0	0	30

Questions ? Call: **C NOV 16/SM CLASS** Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 949	**Brady**	**Blake**	**20**	**0**	**20**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
2 914	**Nix**	**Russell**	**19**	**19**	**13**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
3 341	**Clapp**	**Dustin**	**9**	**13**	**12**	**14**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**
4 910	**McBride**	**Mitch**	**18**	**0**	**19**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
5 987	**Howell**	**Martin**	**10**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
6 366	**Crittenden**	**Bryce**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
7 977	**Bray**	**Kyle**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**

Questions ? Call: **C NOV 16/LG CLASS** Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 790	**Hogan**	**John**	**20**	**22**	**20**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
2 873	**Leak**	**Russell**	**16**	**0**	**19**	**20**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
3 332	**Tittle**	**Chad**	**18**	**0**	**18**	**22**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
4 342	**Coppock**	**Cody**	**17**	**0**	**17**	**19**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
5 737	**Tittle**	**Dusty**	**14**	**0**	**16**	**18**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**
6 946	**Fowler**	**Darren**	**19**	**20**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
7 371	**Labbe**	**Evan**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**

Questions ? Call: * OVERALL AGE * Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 503	**Franklin**	**Barry**	**19**	**20**	**19**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**98**
2 657	**Grupp**	**Ray**	**13**	**17**	**12**	**17**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
3 325	**Wilson**	**Harold**	**20**	**0**	**17**	**18**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
4 727	**Crawford**	**Jay R.**	**17**	**0**	**18**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**
5 590	**Delamar**	**Norman**	**10**	**15**	**14**	**14**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**
6 579	Bamber	Danny	18	0	13	16	15	0	0	0	0	0	0	0	62
7 645	Krause	Jim	0	14	10	10	17	0	0	0	0	0	0	0	51
8 151	Henry	Jack	15	18	0	0	16	0	0	0	0	0	0	0	49
9 513	Webb	Gary	11	11	4	6	10	0	0	0	0	0	0	0	42
10 104	Lair	Bruce	3	13	8	9	7	0	0	0	0	0	0	0	40
11 667	Hogan	Mickey	6	9	7	8	8	0	0	0	0	0	0	0	38
12 102	Hendrix	Will	7	0	11	11	9	0	0	0	0	0	0	0	38
13 710	Dennis	Scott	16	0	20	0	0	0	0	0	0	0	0	0	36
14 643	Crowder	Ralph	8	0	15	12	0	0	0	0	0	0	0	0	35
15 370	Kollmeier	Jeff	0	0	6	13	12	0	0	0	0	0	0	0	31

Questions ? Call: C NOV OPEN CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	829	Kirkpatric	Aaron	15	17	19	17	16	0	0	0	0	0	0	0	84
2	344	Danielsen	Frank	18	0	20	19	18	0	0	0	0	0	0	0	75
3	629	Potter	Russell	0	19	22	0	22	0	0	0	0	0	0	0	63
4	580	Fuller	Randal	17	18	0	18	0	0	0	0	0	0	0	0	53
5	907	Leatherwoo	Gary	16	0	13	0	19	0	0	0	0	0	0	0	48
6	869	Leak	Jeff	20	0	0	0	20	0	0	0	0	0	0	0	40
7	963	Stickley	Dennis	0	0	0	20	17	0	0	0	0	0	0	0	37
8	981	Marple	Everett	0	20	0	0	0	0	0	0	0	0	0	0	20
9	712	Stark	Bobby	19	0	0	0	0	0	0	0	0	0	0	0	19

Questions ? Call: C NOV 4 STR CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	979	Rosendahl	Paul	17	17	18	19	19	0	0	0	0	0	0	0	90
2	674	Nevils	Jim	20	0	20	20	20	0	0	0	0	0	0	0	80
3	945	Hetrick	Chad	19	0	19	0	0	0	0	0	0	0	0	0	38
4	808	Clark	Brad Jon	15	0	0	0	16	0	0	0	0	0	0	0	31
5	984	Moore	Stephen	0	20	0	0	0	0	0	0	0	0	0	0	20
6	359	Brook	Pat	0	19	0	0	0	0	0	0	0	0	0	0	19
7	991	Brennan	Mal	18	0	0	0	0	0	0	0	0	0	0	0	18
8	985	Riley	Alan	0	18	0	0	0	0	0	0	0	0	0	0	18
9	978	Langley	Craig	0	0	0	0	18	0	0	0	0	0	0	0	18
10	986	Wilson	Jim	0	0	0	0	17	0	0	0	0	0	0	0	17
11	367	Franklin	Scott	0	16	0	0	0	0	0	0	0	0	0	0	16
12	336	Malignaggi	Sam	16	0	0	0	0	0	0	0	0	0	0	0	16
13	611	White	Ralph	0	10	0	0	0	0	0	0	0	0	0	0	10
14	376	Weinrick	Tim	0	9	0	0	0	0	0	0	0	0	0	0	9
15	894	Edwards	Jeff	0	9	0	0	0	0	0	0	0	0	0	0	9

Questions ? Call: C NOV 250 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	988	Boedeker	Luke	20	20	20	6	20	0	0	0	0	0	0	0	86
2	944	Hemmi	Dennis	14	18	15	15	10	0	0	0	0	0	0	0	72
3	350	King	Gary	19	0	16	17	16	0	0	0	0	0	0	0	68
4	349	Johnson	Phil	16	0	17	16	19	0	0	0	0	0	0	0	68
5	576	Sally	Jim	0	19	19	19	0	0	0	0	0	0	0	0	57
6	836	Putman	Kyle	22	0	14	0	18	0	0	0	0	0	0	0	54
7	379	Shields	Bruce	0	14	13	14	11	0	0	0	0	0	0	0	52
8	906	Lair	Tres	15	0	0	18	17	0	0	0	0	0	0	0	50
9	989	Drake	Justin	10	0	11	12	14	0	0	0	0	0	0	0	47
10	331	Humphrey	Forrest	0	0	18	20	0	0	0	0	0	0	0	0	38
11	983	Zingerman	Jason	0	17	12	0	0	0	0	0	0	0	0	0	29
12	348	Hoffman	Bryan	13	0	0	13	0	0	0	0	0	0	0	0	26
13	912	Means	Monty	11	0	0	0	15	0	0	0	0	0	0	0	26
14	840	Sproles	Bruce	12	0	0	0	13	0	0	0	0	0	0	0	25
15	352	Newton	Thomas	5	0	6	0	12	0	0	0	0	0	0	0	23
16	974	Kithas	Stephen	8	13	0	0	0	0	0	0	0	0	0	0	21
17	964	Frank	Steve	7	12	0	0	0	0	0	0	0	0	0	0	19
18	934	Williams	Leslie	18	0	0	0	0	0	0	0	0	0	0	0	18
19	355	Pierce	Chuck	17	0	0	0	0	0	0	0	0	0	0	0	17
20	346	Hess	Jacob	0	16	0	0	0	0	0	0	0	0	0	0	16
21	368	Hogge	Mark	0	15	0	0	0	0	0	0	0	0	0	0	15
22	338	McCord	Doug	0	11	0	0	4	0	0	0	0	0	0	0	15
23	347	Hoesing, J	Walter	6	0	0	0	0	0	0	0	0	0	0	0	6

Questions ? Call: C EXP 250 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	529	Gray	Scott	22	0	22	19	20	0	0	0	0	0	0	0	83
2	549	Neher	Chris	20	0	20	20	19	0	0	0	0	0	0	0	79
3	925	Richardson	Karl	17	0	19	18	13	0	0	0	0	0	0	0	67
4	947	Fowler	Randal	16	18	0	0	18	0	0	0	0	0	0	0	52
5	908	Leatherwoo	Mike	14	0	18	0	15	0	0	0	0	0	0	0	47
6	558	Pruski Jr	Thomas	0	20	0	0	17	0	0	0	0	0	0	0	37
7	380	Sparks	Keith	0	0	17	17	0	0	0	0	0	0	0	0	34
8	358	Williams	Marc	15	0	0	0	16	0	0	0	0	0	0	0	31
9	929	Singleton	Philip	19	0	0	0	0	0	0	0	0	0	0	0	19
10	837	Rice	Scott	18	0	0	0	0	0	0	0	0	0	0	0	18
11	776	Lichtenber	Kurt	0	0	0	0	14	0	0	0	0	0	0	0	14

Questions ? Call: C EXP 200 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	926	Rose	Jody	19	20	20	20	20	0	0	0	0	0	0	0	99
2	374	Pearce	Glen	20	18	0	22	22	0	0	0	0	0	0	0	82
3	812	Nix	Mike	18	14	0	0	19	0	0	0	0	0	0	0	51
4	369	James	Thomas	0	19	0	0	0	0	0	0	0	0	0	0	19
5	791	Hale	Jeremy	0	17	0	0	0	0	0	0	0	0	0	0	17
6	995	Hale	Uwe	0	16	0	0	0	0	0	0	0	0	0	0	16
7	210	Denman	Steven	0	15	0	0	0	0	0	0	0	0	0	0	15

Questions ? Call: * OVERALL C NOVICE * Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	790	Hogan	John	19	20	19	0	18	0	0	0	0	0	0	0	76
2	988	Boedeker	Luke	18	18	18	0	19	0	0	0	0	0	0	0	73
3	629	Potter	Russell	0	16	20	0	20	0	0	0	0	0	0	0	56
4	350	King	Gary	17	0	9	15	10	0	0	0	0	0	0	0	51
5	349	Johnson	Phil	6	0	12	13	17	0	0	0	0	0	0	0	48
6	873	Leak	Russell	0	0	15	17	16	0	0	0	0	0	0	0	48
7	946	Fowler	Darren	13	19	0	0	15	0	0	0	0	0	0	0	47
8	576	Sally	Jim	0	15	14	18	0	0	0	0	0	0	0	0	47
9	332	Tittle	Chad	8	0	11	20	7	0	0	0	0	0	0	0	46
10	972	Russell	Rob	11	14	7	2	9	0	0	0	0	0	0	0	43
11	836	Putman	Kyle	20	0	6	0	14	0	0	0	0	0	0	0	40
12	809	Crittenden	Eric	0	11	17	12	0	0	0	0	0	0	0	0	40
13	674	Nevils	Jim	3	0	16	14	2	0	0	0	0	0	0	0	35
14	906	Lair	Tres	4	0	0	16	12	0	0	0	0	0	0	0	32
15	331	Humphrey	Forrest	0	0	13	19	0	0	0	0	0	0	0	0	32
16	944	Hemmi	Dennis	0	12	8	9	0	0	0	0	0	0	0	0	29
17	342	Coppock	Cody	1	0	5	11	11	0	0	0	0	0	0	0	28
18	869	Leak	Jeff	15	0	0	0	13	0	0	0	0	0	0	0	28
19	957	Hannit	Brit	10	0	3	7	6	0	0	0	0	0	0	0	26
20	949	Brady	Blake	5	0	1	8	8	0	0	0	0	0	0	0	22
21	728	Cox	Bill C.	14	0	2	5	0	0	0	0	0	0	0	0	21
22	344	Danielsen	Frank	7	0	0	6	4	0	0	0	0	0	0	0	17
23	981	Marple	Everett	0	17	0	0	0	0	0	0	0	0	0	0	17
24	934	Williams	Leslie	16	0	0	0	0	0	0	0	0	0	0	0	16
25	580	Fuller	Randal	0	13	0	1	0	0	0	0	0	0	0	0	14
26	355	Pierce	Chuck	12	0	0	0	0	0	0	0	0	0	0	0	12
27	945	Hetrick	Chad	2	0	10	0	0	0	0	0	0	0	0	0	12
28	963	Stickley	Dennis	0	0	0	10	0	0	0	0	0	0	0	0	10
29	753	Morse	Kimberly	0	10	0	0	0	0	0	0	0	0	0	0	10

Questions ? Call: * OVERALL C EXPERT * Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	926	Rose	Jody	16	18	16	13	19	0	0	0	0	0	0	0	82
2	529	Gray	Scott	20	0	20	18	17	0	0	0	0	0	0	0	75
3	374	Pearce	Glen	17	16	0	20	20	0	0	0	0	0	0	0	73
4	781	Buchtien	Ron C.	0	20	18	12	18	0	0	0	0	0	0	0	68
5	549	Neher	Chris	19	0	13	19	14	0	0	0	0	0	0	0	65
6	821	Frazier	Lee	13	0	19	16	16	0	0	0	0	0	0	0	64
7	933	Turner	Steve	11	0	17	17	13	0	0	0	0	0	0	0	58
8	548	Moster	Jamie	10	19	10	11	0	0	0	0	0	0	0	0	50
9	930	Smith	Terry	14	0	14	15	0	0	0	0	0	0	0	0	43
10	838	Richardson	Wendell	0	0	15	14	12	0	0	0	0	0	0	0	41
11	925	Richardson	Karl	6	0	12	10	6	0	0	0	0	0	0	0	34
12	723	Roe	Bill L.	15	0	0	0	15	0	0	0	0	0	0	0	30
13	378	Hamlin	Mc	0	7	11	9	0	0	0	0	0	0	0	0	27
14	947	Fowler	Randal	5	9	0	0	11	0	0	0	0	0	0	0	25
15	558	Pruski Jr	Thomas	0	15	0	0	10	0	0	0	0	0	0	0	25
16	816	Deeds	Kelly	2	0	9	8	0	0	0	0	0	0	0	0	19
17	929	Singleton	Philip	18	0	0	0	0	0	0	0	0	0	0	0	18
18	369	James	Thomas	0	17	0	0	0	0	0	0	0	0	0	0	17
19	908	Leatherwoo	Mike	1	0	7	0	8	0	0	0	0	0	0	0	16
20	364	Boyd	Clint	0	14	0	0	0	0	0	0	0	0	0	0	14
21	314	Getchell	George	4	0	5	0	5	0	0	0	0	0	0	0	14
22	380	Sparks	Keith	0	0	6	7	0	0	0	0	0	0	0	0	13
23	791	Hale	Jeremy	0	13	0	0	0	0	0	0	0	0	0	0	13
24	358	Williams	Marc	3	0	0	0	9	0	0	0	0	0	0	0	12
25	995	Hale	Uwe	0	12	0	0	0	0	0	0	0	0	0	0	12

Questions ? Call: C EXP OPEN CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	781	Buchtien	Ron C.	0	22	19	17	20	0	0	0	0	0	0	0	78
2	821	Frazier	Lee	19	0	20	19	19	0	0	0	0	0	0	0	77
3	933	Turner	Steve	18	0	18	20	18	0	0	0	0	0	0	0	74
4	548	Moster	Jamie	17	20	16	16	0	0	0	0	0	0	0	0	69
5	930	Smith	Terry	20	0	17	18	12	0	0	0	0	0	0	0	67
6	763	Moore	Chuck R.	15	14	0	0	0	0	0	0	0	0	0	0	29

Questions ? Call: C EXP 4 STR CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	838	Richardson	Wendell	10	0	20	20	19	0	0	0	0	0	0	0	69
2	378	Hamlin	Mc	0	18	19	19	0	0	0	0	0	0	0	0	56
3	816	Deeds	Kelly	17	0	18	18	0	0	0	0	0	0	0	0	53
4	314	Getchell	George	18	0	17	0	18	0	0	0	0	0	0	0	53
5	723	Roe	Bill L.	20	0	0	0	20	0	0	0	0	0	0	0	40
6	953	Robbins	Danny	16	17	0	0	0	0	0	0	0	0	0	0	33
7	364	Boyd	Clint	0	20	0	0	0	0	0	0	0	0	0	0	20
8	356	Robertson	Alan	19	0	0	0	0	0	0	0	0	0	0	0	19
9	211	Wilmoth	Shane	0	19	0	0	0	0	0	0	0	0	0	0	19
10	602	Howard	Robert	9	0	0	0	0	0	0	0	0	0	0	0	9

Questions ? Call: B OPEN CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 571	Ripley	Patrick	19	17	19	19	19	0	0	0	0	0	0	0	93
2 373	Morse	Russell	0	19	20	20	20	0	0	0	0	0	0	0	79
3 898	Ingham	John	20	20	0	0	0	0	0	0	0	0	0	0	40
4 918	Popham	Ronald	18	16	0	0	0	0	0	0	0	0	0	0	34
5 337	Kiefe	Gary	0	18	0	0	0	0	0	0	0	0	0	0	18

Questions ? Call: B 4 STR CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 939	Bell	John	19	19	17	13	19	0	0	0	0	0	0	0	87
2 662	Hall	Joey	0	20	20	22	22	0	0	0	0	0	0	0	84
3 677	Frost	Scott	20	0	18	19	20	0	0	0	0	0	0	0	77
4 725	Deeds	Clint	0	0	19	20	0	0	0	0	0	0	0	0	39

Questions ? Call: B 250 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 921	Race	Randy	18	0	17	18	20	0	0	0	0	0	0	0	73
2 973	Jones	Brent	16	20	16	17	0	0	0	0	0	0	0	0	69
3 780	Boswell	Clint M.	20	0	22	20	0	0	0	0	0	0	0	0	62
4 673	Giblet	Zane M.	7	0	18	19	17	0	0	0	0	0	0	0	61
5 801	McKinney	Rex	0	0	19	16	18	0	0	0	0	0	0	0	53
6 997	Lall	Girard	13	19	0	14	0	0	0	0	0	0	0	0	46
7 695	Birdwell	Ronald B	0	0	20	0	19	0	0	0	0	0	0	0	39
8 889	Heller	Jason	19	0	0	0	16	0	0	0	0	0	0	0	35
9 339	Brindza	Kevin	14	18	0	0	0	0	0	0	0	0	0	0	32
10 996	Hadley	Tim	17	0	0	15	0	0	0	0	0	0	0	0	32
11 923	Reuss	Ricky	15	16	0	0	0	0	0	0	0	0	0	0	31
12 803	Valentino	Marshall	0	15	0	0	15	0	0	0	0	0	0	0	30
13 663	Alumbaugh	Donald S	0	17	0	0	0	0	0	0	0	0	0	0	17
14 919	Prock	Joel	0	0	15	0	0	0	0	0	0	0	0	0	15

Questions ? Call: B 200 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 782	Bunn	Michael	22	22	20	20	0	0	0	0	0	0	0	0	84
2 822	Frazier	Jeremy	19	0	19	19	20	0	0	0	0	0	0	0	77
3 903	Kopp	Kevin	20	0	18	18	19	0	0	0	0	0	0	0	75
4 922	Ranck	Kevin	0	20	16	15	17	0	0	0	0	0	0	0	68
5 892	Baski	Trig	15	0	17	16	18	0	0	0	0	0	0	0	66
6 726	Deeds	Trulyn	17	0	0	17	0	0	0	0	0	0	0	0	34
7 616	Duncan	Lance W.	18	0	0	0	0	0	0	0	0	0	0	0	18
8 594	McMahan	George	16	0	0	0	0	0	0	0	0	0	0	0	16

Questions ? Call: C NOV WOMEN CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION* W="Worked" D="Dropped"**

RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1 753	**Morse**	**Kimberly**	**0**	**20**	**20**	**15**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**
2 830	**Kirkpatric**	**Soraya**	**13**	**12**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
3 893	**Drummond**	**Sandy**	**19**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
4 703	**Duncan**	**Holly**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
5 362	**Benoy**	**Alice**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**

Who is going to make it harder on Kimberely this year? Where is Ruth Ann?

Questions ? Call: A 4 STR CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	746	Sanders	Chad F.	19	0	20	20	19	0	0	0	0	0	0	0	78
2	649	Roy	Jay	0	0	19	19	18	0	0	0	0	0	0	0	56
3	722	Maupin	Chad	18	0	18	13	0	0	0	0	0	0	0	0	49
4	735	Gabert	Gordon W	20	0	0	0	20	0	0	0	0	0	0	0	40
5	587	Taliaferro	Michael	0	20	0	0	0	0	0	0	0	0	0	0	20

Questions ? Call: A 250 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	668	Hogan	Don J.	19	19	19	19	19	0	0	0	0	0	0	0	95
2	842	Whitaker	David	20	20	20	9	20	0	0	0	0	0	0	0	89
3	641	Maxwell	Terry	14	17	14	16	16	0	0	0	0	0	0	0	77
4	878	Canion	Brian	17	0	18	18	17	0	0	0	0	0	0	0	70
5	301	Miles	Jonathan	3	18	17	20	0	0	0	0	0	0	0	0	58
6	685	Nix	David L.	10	0	13	17	12	0	0	0	0	0	0	0	52
7	792	Neumeister	Paul	13	0	16	0	15	0	0	0	0	0	0	0	44
8	519	Franklin	Mark	11	16	0	0	13	0	0	0	0	0	0	0	40
9	324	Cadd	David	0	0	15	10	14	0	0	0	0	0	0	0	39
10	832	Metcalf	Chad	16	0	0	0	18	0	0	0	0	0	0	0	34
11	544	McMahan	Wayne	15	0	0	0	0	0	0	0	0	0	0	0	15
12	853	Deutsch	Michael	12	0	0	0	0	0	0	0	0	0	0	0	12

Questions ? Call: A 200 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	584	Taliaferro	Archie	18	18	18	19	18	0	0	0	0	0	0	0	91
2	357	Shellenber	Eugene	11	0	19	20	19	0	0	0	0	0	0	0	69
3	626	Byrd	Bruce	20	19	17	13	0	0	0	0	0	0	0	0	69
4	671	Bray	Bill G.	19	20	20	0	0	0	0	0	0	0	0	0	59
5	320	Gutierrez	Joseph	0	0	0	0	20	0	0	0	0	0	0	0	20
6	818	Edwards	Shawn	17	0	0	0	0	0	0	0	0	0	0	0	17

Questions ? Call: * OVERALL B * Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	782	Bunn	Michael	20	20	19	18	0	0	0	0	0	0	0	0	77
	662	**Hall**	**Joey**	**0**	**19**	**17**	**20**	**20**	**Not available for OA Points**							
3	822	Frazier	Jeremy	16	0	18	17	18	0	0	0	0	0	0	0	69
4	903	Kopp	Kevin	18	0	15	16	15	0	0	0	0	0	0	0	64
5	780	Boswell	Clint M.	19	0	20	19	0	0	0	0	0	0	0	0	58
6	921	Race	Randy	12	0	12	13	19	0	0	0	0	0	0	0	56
7	973	Jones	Brent	9	18	11	12	0	0	0	0	0	0	0	0	50
8	373	Morse	Russell	0	16	8	9	11	0	0	0	0	0	0	0	44
9	673	Giblet	Zane M.	0	0	13	15	14	0	0	0	0	0	0	0	42
10	801	McKinney	Rex	0	0	14	11	16	0	0	0	0	0	0	0	41
11	677	Frost	Scott	11	0	7	7	10	0	0	0	0	0	0	0	35
12	892	Baski	Trig	5	0	9	8	12	0	0	0	0	0	0	0	34
13	695	Birdwell	Ronald B	0	0	16	0	17	0	0	0	0	0	0	0	33
14	898	Ingham	John	13	17	0	0	0	0	0	0	0	0	0	0	30
15	889	Heller	Jason	17	0	0	0	13	0	0	0	0	0	0	0	30
16	922	Ranck	Kevin	0	9	5	5	9	0	0	0	0	0	0	0	28
17	726	Deeds	Trulyn	14	0	0	14	0	0	0	0	0	0	0	0	28
18	571	Ripley	Patrick	4	10	4	3	7	0	0	0	0	0	0	0	28

Questions ? Call: * OVERALL A * Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION* W="Worked" D="Dropped"**

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	501	Franklin	Haydn	19	17	20	20	19	0	0	0	0	0	0	0	95
2	767	Wilson	Michael	20	20	17	19	15	0	0	0	0	0	0	0	91
3	668	Hogan	Don J.	16	15	18	17	12	0	0	0	0	0	0	0	78
4	502	Crane	Larry	14	13	16	15	14	0	0	0	0	0	0	0	72
5	842	Whitaker	David	17	16	19	0	18	0	0	0	0	0	0	0	70
6	612	Slavik	Todd	15	19	14	0	16	0	0	0	0	0	0	0	64
7	597	Giles	Ken	12	12	12	16	10	0	0	0	0	0	0	0	62
8	621	Higgins	Rick	18	18	0	0	20	0	0	0	0	0	0	0	56
9	301	Miles	Jonathan	0	14	13	18	0	0	0	0	0	0	0	0	45
10	878	Canion	Brian	10	0	15	12	6	0	0	0	0	0	0	0	43

Questions ? Call: AA CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	501	Franklin	Haydn	20	18	22	22	20	0	0	0	0	0	0	0	102
2	767	Wilson	Michael	22	22	20	20	17	0	0	0	0	0	0	0	101
3	502	Crane	Larry	17	17	19	19	16	0	0	0	0	0	0	0	88
4	612	Slavik	Todd	18	20	18	13	18	0	0	0	0	0	0	0	87
5	621	Higgins	Rick	19	19	12	0	22	0	0	0	0	0	0	0	72
6	806	Bright	Scott	0	0	0	0	19	0	0	0	0	0	0	0	19
7	990	Stevens	Mark	0	0	0	0	15	0	0	0	0	0	0	0	15

Questions ? Call: A OVER 40 CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	597	Giles	Ken	20	20	20	20	18	0	0	0	0	0	0	0	98
2	340	Blythe	John	19	0	15	19	20	0	0	0	0	0	0	0	73
3	994	Atkins	Mark	17	0	17	18	19	0	0	0	0	0	0	0	71
4	592	Cribbs	Gene	12	11	0	16	14	0	0	0	0	0	0	0	53
5	784	Dailey	Daniel	0	0	19	17	16	0	0	0	0	0	0	0	52
6	683	Howell	Marty	13	19	16	0	0	0	0	0	0	0	0	0	48
7	524	Larsen	Curt	14	0	18	0	15	0	0	0	0	0	0	0	47
8	343	Hoover	Phil	18	0	0	0	17	0	0	0	0	0	0	0	35
9	363	Benoy	Danny	0	18	0	0	0	0	0	0	0	0	0	0	18
10	825	Hess	Rodney	15	0	0	0	0	0	0	0	0	0	0	0	15
11	504	Hutchison	Bud	0	12	0	0	0	0	0	0	0	0	0	0	12

Questions ? Call: A OPEN CLASS Results as of 03/25/99
Vern 830-537-5248 ***CHAMPIONSHIP DIVISION*** W="Worked" D="Dropped"

	RIDER#	LAST NAME	FIRST	Ren	SWd	Con	WTx	Tky	JJk	LSt	Nac	TRH	Mep	RRv	Bdk	TOTAL
1	560	Rowen	Pete	19	20	20	20	18	0	0	0	0	0	0	0	97
2	345	Denton	Mark	17	14	19	19	19	0	0	0	0	0	0	0	88
3	734	Gruben	Kiley	18	0	18	0	20	0	0	0	0	0	0	0	56
4	353	Nichols	Aaron	20	0	0	13	0	0	0	0	0	0	0	0	33

Sidewinder Short View
By Jim Sally

I had been looking forward to the Sidewinder Enduro for months. Due to events beyond my control, I wasn't able to make the Renegade race so this would be my first race of the new season

It was raining in Big 'D' Saturday when I left for Austin and I was hoping it would head down South with me. I had heard earlier in the week that String Prairie, my ultimate destination, was extremely dry and a little rain would keep the dust down.

I pulled into camp but unfortunately the rain didn't. The field, which was converted to a campground, was fairly crowded. This event was a combination of Enduro and Hare Scrambles folks sharing the same campground and trail.

It was a brisk Sunday morning and looked like a great day to race. The start was located at the end of the campground/pasture as in the past. All the Enduro riders would take off as normal and then one hour after the last row the Hare Scrambles riders would leave.

I was on an early row and was getting anxious to start. Row 1 left then row 2 then row 3, etc. While getting all my electronics checked I glanced up and saw row 1 show up back at the start. Then some riders from each row ahead of me started showing up at the start. I thought they all must have not been paying attention and I told myself, "Make sure to watch for the trail". My row left and I made sure to watch the trail along with the rest of my row. The next thing I see is the start again! Oops! Oh well, it was a good warm up.

I headed back down the trail and followed the right trail this time. Apparently the trail a lot of riders were following was from the mini-enduro held on Saturday. By the time I got back to the point of confusion, a club member was putting brush in front of the errant trail. This was a task that should probably have been done prior to the start of the race.

I made it to the first reset and got ready for the check into the first test section. The trail was a blast. Lots of tight woods mingled with sand and whoops. The name Sidewinder is definitely appropriate. I lost minutes in the first few checks but was having loads of fun doing so. A faster rider than myself, but who isn't, passed me in a whooped out section swapping back and forth but ultimately saving it. I told myself, "Don't do that". I answered myself by swapping, doing an uncontrolled Superman that would make McGrath cringe, and then taking a dirt/bark sample with my head. Fortunately the dirt was soft, along with my head, so there was no damage to my bike, the poor trees, or me.

After the main gas stop, there was a Known Control just before a special test grass track. I roosted out of the Known and proceeded to prune several branches off of the tree near the first turn. A simple full twist of the throttle untangled me and almost ripped my helmet off. Fortunately it remained connected to my head and my head to my body. The track was big fun and high speed. We did a few miles of open stuff and then darted back into the woods. There was even a little mud crossing up a bank with spectators to boot! The club must have imported the water and mud because that was about all that we rode through.

I motored on to the finish trying not abuse any more of the million or so trees that were trying to knock me down. Overall the race was a lot of fun. I spoke with some Hare Scramble riders who said they enjoyed the race also. Kudos to the club for setting up a really challenging and fun event and coordinating all the land use with all the different factions.

COMMENTS SENT IN TO THE OFFICE BY MEMBERS

1. The Sidewinders race was short and hard!
2. The Concho race was the best ever! Mileage was spot on, the checks were in the right place and good markings!
3. The PBMA race was OK but they seem to always want to do goofy things with the route info!
4. Turkey ground conditions were perfect and the event was fun-until we all got lost for awhile. The test section at the end was a waste. Are you supposed to zero a test section like that?
5. When do we get to order the TSCEC T-shirts and caps that were mentioned in the last newsletter?
6. When is TSCEC going to elect a new president that comes to the races?
7. Why don't all the races use ISDE rules?
8. How do we keep the enduros like they are? We don't want those ISDE type rules here in Texas!
9. Why is Joey Hall riding the B class again? *(This one I can answer) Joey requested to be moved back after being out for a year and it was approved. He is not eligible for overall B points in 99 nor can he move back again.*
10. Who do we send **Thank You** letters to for the great web site the circuit has now? *(The TSCEC webmaster is our own Bud Hutchison (#504) and he is doing a really great job. Tell him at the next race!!!!)*

KEEP THE RUBBER SIDE DOWN

$1.00 per copy

ENDURO TIMES

APRIL 99

The official newsletter of the Texas State Championship Enduro Circuit

NOTES FROM THE PREZ

Well the first part of the TSCEC season has had some great events and some surprises. I have not been to any of the events since Sidewinders so am relying on my report team to fill me in on each event.

25th AWARDS BANQUET

It is official-The Awards banquet will be held the 2nd weekend in June! The Task force for getting everything done is hard at work. Several things are well underway.

- Bruce & Archie are doing the Jackets
- Stan is working on the trophies. These will be special with lots of silver on them. Our special friend Eddy Brasher will do the honors again this year. He has been the primary supplier for a long time and will make our 25th very special!
- Gary Webb and George McMahan are assigned the task of deciding which motorcycle events will be part of our weekend. Look at the Feb issue if you forget what we are talking about. Let them (or me) know if you have any ideas. We need to plan something that we can beat the best in the nation at so everyone will know TSCEC riders are the best!
- Fredna Lair will assist in the food planning with the catering folks and also is involved in the special awards portion of our banquet.
- We are inviting all of the "pioneers" of TSCEC to attend. Roy & Lynette Pool, Marvin Youngblood, Wendy Wendrock and the Hall of Fame Members.
- Stan is arranging the VIP visitors and the Sponsorship awards for our winners.
- Haydn Franklin has said he wants a new helmet for his Overall Championship head. He will get a new SHOEI VFX with some big letters that say something like "I am Fast!"
- We will get Jack Henry to act as the Auctioneer again this year. Start collecting the stuff you want to sell.
- We intend to ask Theresa Whitaker to assist us with lots of the details and mail-out stuff for our members.

FRIDAY EVENING 12TH	BOARD MEETING
SATURDAY AM	SUMMER PLAN MTG.
SATURDAY NOON	OLD GEAR AUCTION
SATURDAY 3 PM	ENDURO CLASSES
SATURDAY 6 PM	BANQUET STARTS
SATURDAY 7 PM	GUEST SPEAKERS
SATURDAY 8 PM	AWARDS BEGIN
SATURDAY 10PM	MUSIC / FUN
SUNDAY 9am	MC EVENTS/PRIZES

99 RULEBOOKS

If you were a class winner in 1998 and your picture is not currently in the rulebook. Send a color picture to us now! We need your pictures so we can get the book done.

The TSCEC office will be mailing out the forms for all trophy winners to fill out. You need to fill them out so we can read them and get them back to us quickly. The person who will be handing out the awards and reading off your name and related information will not know any of us so we need good clear info this time!

CALL THE TSCEC OFFICE if you want to be a sales person for the banquet Tickets this year. The person who sells the most tickets will get a new pair of MSR pants, 2 MSR jerseys and an autograph that they can put on the wall at home!

TSCEC FAMILY LETTER # 5

Butch and I would like to thank everyone for the help and support we received at the Sidewinders Enduro. Our son Bryce was hit and left by a rider at Sidewinder's, however, the riders that came up behind him speak a lot about the type of people we meet in this sport. We wish that we knew everyone by name so that we may thank you properly, but this is all we know. A man,(Frank), who saw the accident stopped and moved Bryce off the trail. He stayed with Bryce until he flagged another rider down, Frank went to get help, that rider that was flagged down stayed with Bryce until he flagged another rider. Bryce said this happened four or five times until Dr. Pressley came upon them. Dr.Pressley stayed until the ambulance took Bryce to the hospital. Bryce was never left alone again once Frank stopped. We are full aware of what each rider gave up and we will forever be in your debt. There is a special thanks to Brenda Williamson who became his mom until I could get there.

Bryce had surgery on his ankle Thursday (25th Feb) and is now doing great. He's talking about riding at Turkey, but I think I'll have a thing or two to say about that! Again, Thank you so much.

Butch & Peggy Crittenden

IF YOU RIDE A HONDA (96 or newer) in the 4 stroke C expert class you could win a complete top end kit (280 or 440) or a fork or shock RACE TECH kit! Send your TSCEC member number, serial number and model of your bike to the TSCEC office. 4734 Broom St. * San Antonio, TX 78217 before the 30th of April 1999. It's free and it is because you are riding an XR!

What was the longest (mileage) TSCEC Enduro ever? First correct answer gets a new jersey and gloves!