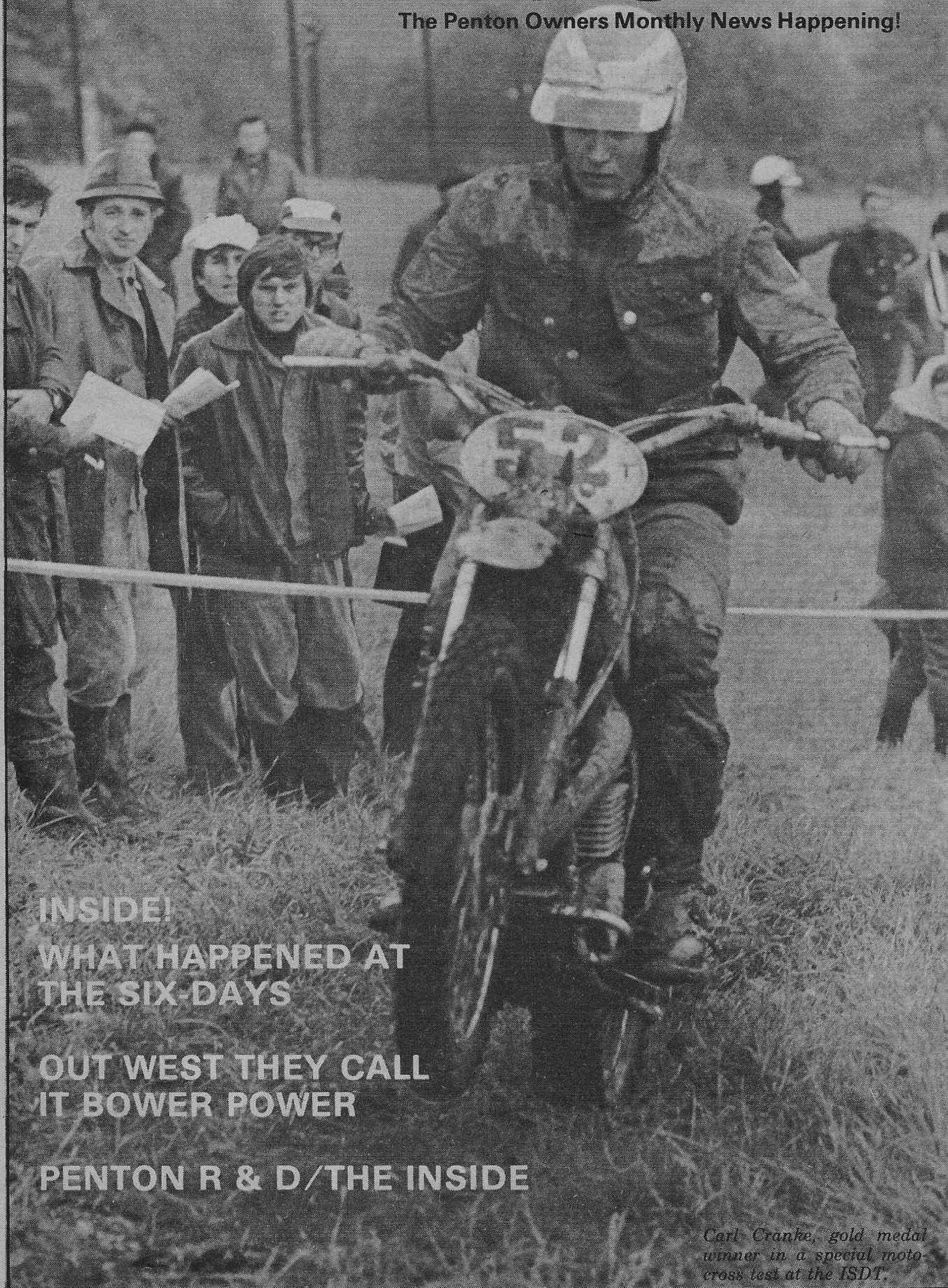


No. 1, December 1972

# Keeping Track

The Penton Owners Monthly News Happening!



**INSIDE!**

**WHAT HAPPENED AT  
THE SIX-DAYS**

**OUT WEST THEY CALL  
IT BOWER POWER**

**PENTON R & D/THE INSIDE**

*Carl Cranke, gold medal  
winner in a special moto-  
cross test at the ISDT.*





# Inside the Six-Days Trial

We assembled the finest group of Six-Day riders in the U.S., seasoned through the year with a string of impressive victories. We sent them to Czechoslovakia to do battle with the world's Goliaths in Six-Day competition. The battle raged for five days and on the sixth day, Goliath slew David. On that cold wet Saturday evening it seemed like a fairytale gone sour.



*U.S. Trophy Team, L to R: Jeff Penton, Carl Cranke, Bill Uhl, Jack Penton, Dick Burluson & Dane Leimbach.*

Spindleruv Mlyn, Czechoslovakia on September 11th, 1972 was filled with color and excitement at 5:30 A.M. as over 300 International Six-Days riders prepared their bikes and themselves for the ultimate offroad event, the International Six-Days Trial. In that contingent of riders, was a group of six riders special to all of us, the U.S. Trophy Team. Jeff Penton, Dane Leimbach, Carl Cranke, Bill Uhl, Dick Burluson and Jack Penton made up this U.S. Trophy Team, all mounted on Penton sportcycles, 1-100cc, 3-125cc and 2-175cc. These young men all came with the highest qualifications and represented the best in the U.S. In the next six days, they would set out trying to prove they are the world's best.

The first day proved to be wet and cold and the terrain reminded one of the Berkshire with its hills and rocks. The first day saw the entire team come in clean at the end of the day, and results showed us in a solid fourth, knocking at the door for third. Spirits were high, and before we knew it, Wednesday morning was at hand and Dick Burluson was deathly sick. He managed on that day to ride over 180 miles and not lose a point. At the end of Wednesday, we still had the team in solid gold, and a solid fourth place. We just couldn't move up on the special test bonus points enough to break the Italian team, who was also riding Penton/Ktm's. Czechoslovakia was in a solid first place, with East Germany second. West Germany,



*Gene Cannady, an independent gold medal winner on his 175cc Penton.*

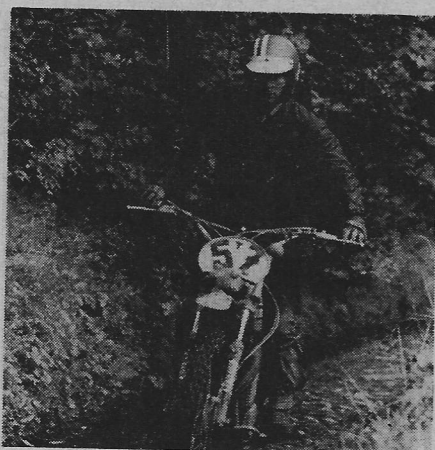
who was way ahead on special test points, had dropped four points and was in fifth place behind us.

It seemed our only hope of moving up on Thursday, was having the teams ahead of us lose time marks or drop a rider with mechanical problems. It didn't happen and we settled in more solidly, in our fourth place position.

On Friday morning everybody's spirits were still high. The muscles were sore, but still hoping for the break that would move us up in standings, but, the opposition was not to be denied. At the end of Friday we still held on to that unmoveable fourth place. In individual and class standings we were fairing in the top 1/3 of our classes. Jack Penton on the 175cc, had the best test scores on



*Jack Penton making a quick tire change at a gas stop.*



*Jeff Penton during a cross country speed test.*



*Dick Burluson in a pensive mood at the end of the Six-Days.*



the team and was in sixth place in his class with a hope he could break into the top five. Dick Burleson was right behind Jack and also moving up everyday. Jeff was in 10th place, in the 125cc class and Bill and Carl right behind. Dane was having a harder time in the 100cc class, and held 10th place among fewer entries.

The last day is a short day, consisting of about 75 miles of trails, and the event culminating at the road race. By noon the grueling punishment of back-breaking trails and hills littered with rocks, roots and mud, would be over, about three hours of riding. Saturday came, but the weather was the worst of the six days. Fog and rain greeted the riders and the air was cold; riders would be freezing their fingers blue. That's when disaster struck the U.S. Team. Out in the cold and rain, Dick Burleson snapped his chain. By the time he had it repaired, he would lose 34 points at the next check. To add to that, Jack started fouling plugs. He lost 7 points. Stabilized in our fourth position all week, we moved and moved fast, only in the wrong direction. During those last few miles, we traded our fourth place for sixth place.

At the hotel all our hopes were dashed, but when the team returned, everyone felt super proud for their determined skill in conquering the roughest Six-Days in many years and keeping the light shining for so long.

At the awards banquet the International Jury awarded this youngest Six-Day team, the Watling Trophy for the most meritorious performance of the Six-Days. In looking at the Six-Days in perspective, the U.S. in three short years have moved into a position to challenge the super teams.

There were many side stories to this ISDT and many efforts by all the U.S. riders, but space limits these stories. Some writers in the U.S. have criticized our Six-Day efforts, but if you were there, you would have known the efforts we made.

**U.S. TROPHY TEAM** 6th place world standings. Jeff Penton — Gold, 125cc Penton, Bill Uhl — Gold, 125cc Penton, Carl Cranke — Gold, 125cc Penton, Dane Leimbach — Gold, 100cc Penton, Jack Penton — Silver, 175cc Penton, Dick Burleson — Bronze, 175cc Penton. Individual Penton Six-Day Riders. Jim Hollander — Silver, 125cc Penton, Gene Cannady — Gold, 175cc Penton.

## KEEPING TRACK IS FOR YOU THE PENTON OWNER



First, congratulations on being a Penton owner. With this new monthly newsletter, you now have in your hand, we are going to try to make owning and riding a Penton more fun and interesting than it is now, if that's possible. In a little less than five years, we have seen the founding and rise of the Penton until it is one of the most sought after lightweight sportcycles on the market today. We feel we have achieved this position through a superior product and a dealer organization that is one of the best in the cycle field. We pride ourselves on being a company that is constantly striving to offer you the most up to date machinery on the market and our flexibility to meet the needs. We are a company that is small and recognizes everyone of you that own and operate a Penton. This is our way of keeping you informed on what's happening.

Our "Keeping Track" will be sent to you, who have purchased a Penton in '72, monthly, and free of charge for one year. From now on if you purchase a Penton, you will receive a one year subscription. If you do not own a Penton, but would like to receive our newsletter, you can subscribe for one year at the rate of \$6.00 per year. We are now sending out issues to everyone we have in our card file. If you are not receiving our issue, but have purchased a new machine in '72, see page 6 and send us the information on the coupon and we will put you on the mailing list for one year.

Why a monthly newsletter for you? Well, there are quite a few reasons.

1st. Keeping the Penton owner informed with what Pentons are doing all over the country in the sportsman races. The United States is a very large country and it's

always nice to know what is happening on the local scene.

2nd. Being a smaller company, and not having the resources for heavy advertising and promotion in the large monthly publications, you really don't get the news and what's new at Penton, what's coming along and what we're winning and doing. We, in fact are a very small and special group of people, who enjoy cycles and the pleasure they bring in racing and riding and this newsletter is to make that even more enjoyable.

3rd. We are always adding to our Penton and Hi-Point line of fine accessories for bikes and riders and what better way to get our new products and information to you, the Penton owner.

4th. We feel that with this publication, we can build up a loyalty for Penton machinery and our dealer network. There is nothing more satisfying than having loyal and happy Penton owners and fans.

What will be in "Keeping Track" every month? We will have a special feature on some significant aspect of Penton sportcycling. This month we have a special feature on the Six-Days, where we represented the U.S. Trophy Team in Czechoslovakia. We also have a feature on our Research and Development center, here in Lorain, Ohio. We'll have monthly columns on moto-cross, enduros and trials. On the back cover we have a feature on our biggest wins of this year and in the future, we'll devote a column to Penton wins for you. This is where you come in. If you have a good win, drop us a line and we will print it. Have a good news item or story, send it in. We will have a monthly column on letters to the editor. Have something to say, a question or need advise, drop us a line, (see this month's column). We will have a monthly column by John Cobb, R & D Service Manager, on technical items relating to Penton. We'll have a column called observations and a section on new products. We'll have news on anything else that pertains to what's happening with Pentons. I'll even bend your ear with a column.

In the end result, it's you we want to devote this newspaper to and it's you we want to hear from.



# Penton Research & Development

This is going to be a continuing column.

The purpose of this column is to help familiarize you, the customer and rider with your machine and the company behind it. *In the future, articles will be on repair and maintenance of your machine.*

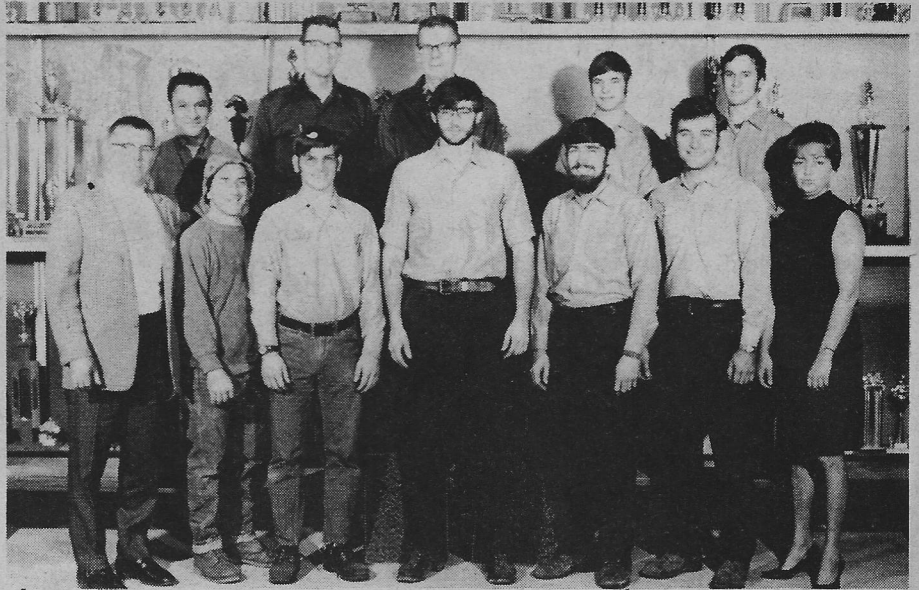
Penton Research & Development Center is the mechanical end of our business. We take care of all mechanical problems, such as service work on engines, engines that a dealer may be having problems with or things his shop can't take care of, such as installing new cylinder liners or new rods. That's our service end of it.

In addition to service, we manufacture things such as luggage racks and special tools to help the dealer and customer maintain his machine. Then, of course, our research and development work. We are always researching ways of making our bike more reliable than it already is; such as different ways of air intake systems, engine guards, carburetion and jetting.

It is not our purpose to work on hopping-up engines all day to get less reliability. Example—someone wants to do port work, so he grinds the heck out of the ports. First, he'll probably grind too much and ruin the cylinder. If he doesn't do this, he'll probably port it and not check piston to cylinder clearance and bust a piston from too much clearance, or it won't run right, so he'll blame it on the porting, just to find out he had a dirty carb or the timing is way off. This is why we stress reliability and not engine hop-up. Maintenance is much more than horsepower. You can have all the horsepower you want, but if all the spokes come out during the race, your horsepower won't help. Enough said.

Penton Research & Development is fully equipped; A complete Machine Shop with highly qualified personnel; A complete Welding Division; A complete Service Department with all the latest equipment, such as a unit to completely check electrical systems. We have a person working with ignition systems all the time. Our highly trained mechanics are specilized in rebuilding engines, crankshaft work and transmission work.

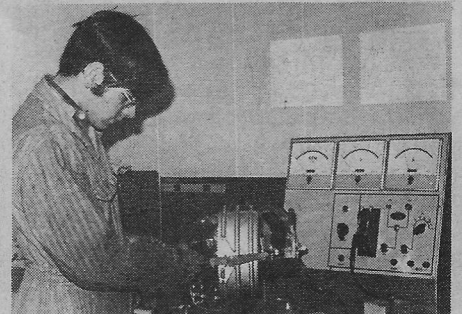
All in all, we feel confident that our Research & Development Center is keeping ahead with a better machine and our services are unmatched by any other motorcycle Research & Development center in the country.



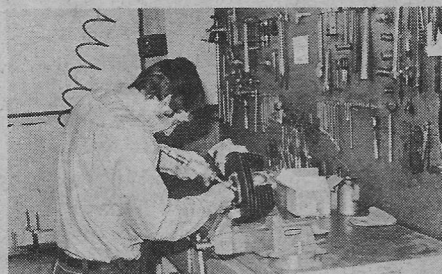
*L to R. Ted Penton, Jack Horinek, Dane Leimbach, James Slater, Bill Uhl, Chris Kovach, Glad Nickolette. Back Row, L to R. Paul Aguilar, George Slater, Morey Aman, Jack Penton, John Cobb.*



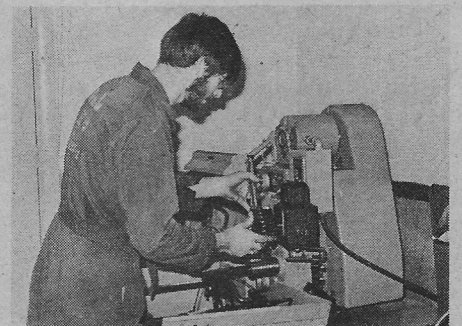
*Ted Penton, Manager and Owner of the R & D Dept.*



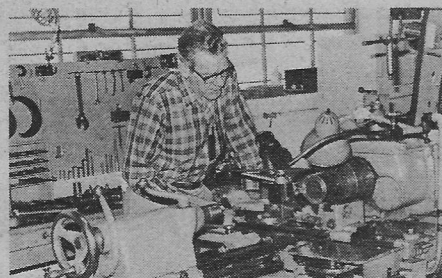
*Dane Leimbach testing a Moto-plat at our newly installed electronic equipment.*



*John Cobb, Service Manager inspecting a cylinder.*



*J.D. Slater honing a cylinder on our honing machine.*



*Morey Aman, chief machinist at the lathe.*

*All work done on your machines by us, must first go through your Penton dealer. This article is to show you what we have to offer.*



# MOTO CROSS TALK

## BOWER POWER AT ASCOT MEANS TROUBLE FOR THE OPPOSITION

All through '72 one man at the night Ascot M-X's was the one to beat in the 125cc class. Chuck Bowers, 20 years old from Anaheim, California was carrying out such a monopoly that when anyone did beat him it was news. This Mettco tuned Penton 125 very seldom let him down and he ran roughshod over the opposition. When the 175 Jackpiner made its appearance, Chuck gave it a try in the highly competitive 250cc class at Ascot and to everybody's surprise, beat out such riders as Tim Hart and Dave Pessy.

Chuck's riding career started in



*Chuck Bower in action on the 125 Penton at one of the many Ascot night M-X's he has won.*

1964 with a Suzuki 80cc and he moved to a Hodaka in 1967 when he started racing. In his first race he finished 20th. Lars Larrson won that race on a Penton and had a long line of victories going for him at that time. Chuck has now swit-

ched to Penton and is the one to beat in Southern California in the small bore classes. Chuck and his sponsor, Fred Hayes, who employs Chuck at Mettco, have a winning combination. Look for more from this rising star in the future.

## ENDURO- TRIALS TALK



### 12 NATIONALS FOR '73

The national enduro circuit this year was limited to 12 nationals, one to a district and no more than three of the same mileage. The circuit this year should be very competitive for the top notch enduro stars and will probably go down to the last few runs before the champion is decided.

#### 1973 NATIONAL CHAMPIONSHIP ENDUROS

2/11 Don Thava Factory Works, Nashville, Tenn. 3/4 Georgia Crackers, Dalton, Ga. 4/15 Glass City M.C., Toledo, Ohio. 5/6 Midwest Enduro Riders, Shelby, Ind. 5/20 Lonesome Pine End. Riders, Bristol, Va. 5/27 Enduro Riders Assoc., Columbus, Ohio, 6/16-17 Michigan Trail Riders, Harrison, Mich. 6/24 Straight Arrow End. Riders, Backus, Minn. 9/30 Meteor M.C., Chatsworth, N.J. 10/7 Illinoky Enduro Riders, Linville, Ind. 10/20-21 Midwest Enduro Team, Potosi, Mo. 12/2 Family Riders M. C., Charleston, S.C.

### RAY KUSSMAUL NO. 3 IN NATIONAL ENDURO POINTS

It's really rare when a rider on a small displacement motorcycle places in the top ten in the National Enduro Point Standings. But, Michigan rider, Ray Kusssmaul, on his 125cc Penton has managed a very comendable third place in the National Enduro Point standings. You can only appreciate this incredible feat when you realize the No. 1 and No. 2 riders were aboard 400cc Huskys. Ray's Penton carried him to the overall win at the Burr Oak National, 2nd overall at the Lonesome Pine National and the Little Burr 200-Mile National, several Class "A" championships and many class wins.

Congratulations Ray for some very fine riding.

### RAZEE — VYING FOR NEW ENGLAND POINTS

Gordon Razez from North Kingston, Rhode Island, has been in contention in the New England point standings for the 125cc class. In riding the New England enduros, Razez has managed to hold his own in the 3rd position on his 125cc Penton.

The New England area is probably the toughest country in the U.S. to compete in.

### SOUTHERN ENDURO CIRCUIT NOW RUNNING

All you Penton owners in the south, who run enduros, have an excellent schedule set up by the Southeastern Enduro Riders Assoc. One of the fine southern dealers, Warren Taylor, is president. Five events have already ran with 10 events to follow. Cycle News Dixie carries the schedule.

### SIX-DAYS IN MASS.

The first Six-Days for the U.S. is forging ahead for '73 in the Berkshire Hills of Massachusetts. The dates are from September 17-22 and headquarters will be at Eastover at a Ski Lodge.

The final speed test this year will be a departure from the usual in that it will be held on grass and hard packed soil instead of a road surface.

We will again be shooting for the Trophy Team this year and our Berkshire record is the best of any machine. If you are interested in trying to qualify for the ISDT, I have no secret other than getting in shape and riding the qualifiers and doing extremely good in them. Being the host country, U.S. entries will probably be around the 50 mark, depending on what the other countries send for representation.



## OWNERS MAIL CALL



Here you go. Have something to say? A question? A notice? A win you would like to notify us of? Here is the place to do it. We will print your letters every month in a column devoted to your thoughts and ideas. When writing us, be sure to address it properly, so we know your intended use.

Mail to: "Keeping Track", Penton Imports, 1354 Colorado Avenue, Lorain, Ohio 44052.

Dear Mr. Penton,

I just completed my first enduro on my 175 Jackpiner, the Late Oktoberfest Enduro in Gainesville, Florida on November 5, 1972. My results came as quite a surprise to both me and my family. After competing for several years on Japanese equipment and never having finished higher than sixth in my class, along with many D.N.F.'s. Bearing this in mind, when the scores were posted and we saw that I finished 1st. in the class, I think you can imagine our emotions. The machine ran without a flaw, had an appropriate gear for every situation encountered over the tough eighty mile course.

This letter is meant as a tribute to both you and your family and your employees for designing and marketing the pinnacle of enduro motorcycles available today.

John, since I live several miles away from the dealer where I purchased my bike, would there be any way possible to be included on your mailing list for your newsletter and technical tips. Although I have never seen this publication I understand there is a wealth of information for the Penton owner.

Thank you John for making me number one.

Yours very truly,  
R. D. Penn  
2117 West Robson  
Tampa, Florida, 33604

Dear Mr. Penton:

Our good fortune in competing with Pentons continues-mostly. This year the four race series at the Widowmaker course in 100, 125 and 200 classes were won by our three Penton riders and Peter (Peter Crandall) was awarded the series trophy. Not too bad altogether 12 first places and the series. Peter was featured on

the sports broadcast later by the largest TV station in this area serving Utah, Eastern Idaho and Western Wyoming in action on his Penton.

The Cycle News clipping on the Jerico race implies Peter didn't win overall because he ran out of gas. His real trouble was a plugged Filtron which passed grit lessening gas consumption and slowing the engine. It was a tragedy for he had a 3-4 minute lead first lap and lengthened it all the way to within a few miles from the finish. He was on his 125 Penton and Gerber is a great rider on a 250 Bultaco. Incidentally Gerber is on the Monarch team for Baja 1000 now being run with factory support, so for Peter to stay ahead of him all the way till Peter's bike stopped was tremendous we think. Anyway the filter we had was our downfall. The bike had a K400 Filtron that was plugged solid in less than 70 miles and Peter was in the lead all the way. Also the dirt seemed to be forced between the Filter and the outside cover. Please can Doug or you or someone give us a plan to minimize this problem in our dry dusty western climate?

Later we cleaned up the 125 and 175 two day Utah State Championship motocross event with Pentons. On one day on the 100cc, but not the second.

Sorry about the bad ending after such fine performance almost all the way in the ISDT. I can understand some of the dissatisfaction.

Sincerely, Checkered Flag, Inc.  
D. Crandall 3050 W. 3500 South  
Salt Lake City, Utah

### NEW PENTON TRIALS MACHINE BEGINNING TO WIN AT OBSERVED TRIALS

Our first venture into observed trials is beginning to show results throughout the country. At the National Championship 2-Day Trials in Michigan, Mike Conners took the Penton to first place in the lightweight championship. At the New Orleans Trials Assoc. meet on Nov. 10, Penton Trials swept the overall position with Mike Burgess on the pegs. 1st 125 was John Kain and 2nd & 3rd went to Bob Langman and Dan Burghart also riding the new Pentons.

14 year old Kirk Johnson took 1st place in the Novice Lightweight class at the M.O.T.A. trials in Windsor, Ontario. If you haven't seen the new Trials machine, stop by your Penton dealer and take a look at it.

Peter,

Try a K502 foam only Filtron overtop a Crossland Husky paper filter. Grease the edges on both sides to keep grit from entering there. Then if the filter did become clogged, you could remove the filtron cover and run with the paper to the finish.

Editors Note: In reading the article in Cycle News on the happenings of this race and then knowing the real story, the article is so misleading as to be almost false.

## NEW CLASS WINNER STICKERS FOR YOU AND YOUR MACHINE

Starting the first of the year we are coming out with a little win promotion for all our Penton riders. Your dealer will have for you, free of charge, class win stickers. Everytime you score a class win, stop in and inform your dealer. He will present you with a sticker for every single class win you have, starting the first of the year.

These stickers are in vinyl with blue, gold, black and silver and will mount on your helmet, tank or van window. The next time you pull up to the starting line with a helmet or tank full of win stickers, the man next to you will certainly know he's got a race on his hands.

Class wins will be for any competitive event from moto-cross to enduros, so start collecting your wins and stickers.



Mike Conners lofting the Penton Trials off a log on his way to winning the 2 Day Nat. Trials Championship in the Lt. Wt. class in Michigan.

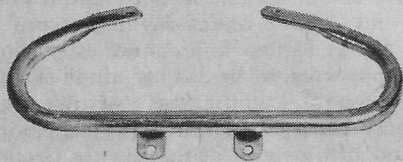


# New Products



## NEW HI-POINT LEATHERS

These new Hi-Point leather moto-cross pants features padded knees and thighs, zippered front, side zippered legs, front belt for easy adjustment, top grade leather and fully lined. They come in sizes small, medium and large and colors are, black with red or gold stripes, and gold with green stripes.



## CASE AND LEVER PROTECTORS

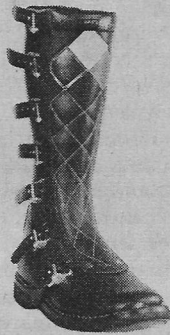
This new item is made out of steel and simply bolts onto the frame in front of the bike. Offers protection against rocks and breaking to the cases and the clutch and brake levers.

## SILICONE FORK FLUID FROM HI-POINT



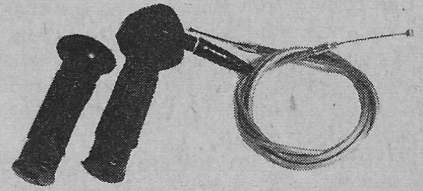
The finest fork fluid available for motorcycle competition forks. This new fork fluid withstands all temperature fluctuations without losing its viscosity. Designed for the rider who demands the ultimate in fork action.

## HI-POINT BOOTS



These Hi-Point Moto-Cross and Enduro/Trials boots feature seven exclusive quick-fasten buckles. They are made of the finest leather available with extra padding down the front to protect the shins. Reinforced stitching on the toe to guarantee longer wear, and to keep mud and water out they have an elastic plastic tongue that goes all the way to the top of the boot. And for the sporty sportsman rider, three triangles of red, white and blue. Available from your Penton/Hi-Point dealer.

## QUICK TWIST THROTTLES FOR THE PENTON MACHINES



Now a 1/4 turn twist on the throttle, allows instant on and off for the moto-cross rider. The kit contains throttle, grips and nylon coated cable. Available for all Penton models.

## HI-POINT IN NEW 4 PACKS



For your buying convenience we have changed the packaging on our concentrate oil to now include four cans to a pack. We suggest that all of our Penton owners use this oil in their machines, as after much experimenting and extensive testing, we know that this is the best oil on the market.

## REGISTERING FOR YOUR SUBSCRIPTION TO "KEEPING TRACK"

If you purchased a new Penton in '72, you are entitled to a year's free subscription to "Keeping Track". If you have not received your first issue in the mail, fill out the coupon to the right and send it to us so we can put you on the mailing list. If you do not own a Penton or if you have a used or older model and desire a subscription, fill out the coupon with your name and address and enclose \$6.00 for a year's subscription.

- I have purchased a new Penton in '72.  
 I have not purchased a new Penton in '72 and enclose \$6.00 for one year's subscription. Do you own a Penton now? \_\_\_Yes \_\_\_No.

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Penton Purchase \_\_\_\_\_ Your Dealer Name \_\_\_\_\_

Size \_\_\_\_\_ Frame No. \_\_\_\_\_ Engine No. \_\_\_\_\_

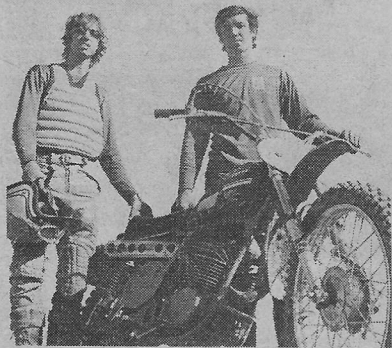
Mail to "Keeping Track", Penton Imports, 1354 Colorado Avenue, Lorain, Ohio 44052.



# It was a very good year

Pentons really got it together this year in the national enduro scene and on the trials circuit. From coast to coast the Penton riders showed their strength and winning performance at the big races where the competition was the greatest, and winning all important to those that contested the events.

Heading up our winning year was Bobby Davidson and Danny Davis at the Mint 400. They teamed up on the stock 125cc Penton and won the 125cc class and the 10th overall position. A superb showing of fine riding ability and a well prepared machine to carry them to their victory. This was probably the first big win in the desert for Penton, and without factory support Davis and Davidson beat the country's best; a feat which we can all be proud of.



*Bobby Davidson and Danny Davis and the 125cc Penton*

March is the big month of the year for our enduro riders. The enduro season got it's start at the Stone Mtn. National in Georgia and the enduro riders come out to establish a name for themselves. Penton riders established their position early in the season and clung to it through to the end of the National Enduro season. We dominated the season, by winning almost every lightweight class in all of the national enduros. Michigan rider, Ray Kussmaul shocked them all when he won the overall position on his old style 125cc Penton at the Burr Oak National Enduro. Ray also won the Class "A" championship at the Little Burr 200 mile national and Lonesome Pine Enduro and was 2nd overall in both events.

The Penton team preparing for the ISDT, hit the two-day qualifying trials. They started the trials circuit at the Potosi trials in Potosi, Mo. where Jack Penton was the overall winner. A very comendable win for Jack as it rained during the entire event causing all but 16 riders to drop out. The Penton riders won three gold medals and two silver medals making them the only gold medal winner at this event. Lonesome Pine was the next trials and a repeat of the weather conditions at Potosi. Again there were only three gold medals won with Jack Penton winning one of the golds and placing second overall. In addition to Jack's gold medal, seven silver medals were won on Pentons.

After Lonesome Pine is the famous Berkshire Trials, a three day event where the competition is top notch and comes from all over the country. Pentons came through for the highest gold medal winner in this event and the Penton team won the coveted Trade Team Trophy for the fourth time. Pentons won four gold medals, five silver and four bronze, a record unmatched by any other brand. From Mass. the Penton Team traveled to Weston, Oregon to compete in the Trask Mtn. Trials with Dick Burselson winning the overall position on his 125cc Penton, and Penton riders captured seven gold and two silver medals. Right after Trask Mtn. is the Bad Rock Trials also in Oregon. In this event Doug Wilford was the overall winner on his 125cc Penton and we finished with three gold medals and one silver and the Trade Team Trophy.

To wind up the ISDT qualifying trials the Penton team returned from Oregon to compete in the Central Ohio Trials. To stay in tune with the other eastern and mid west trials, rain again was on the agenda and was the deciding factor in the results. During the course of the event over 100 riders dropped out leaving only 35 to finish. We won two gold medals with Bill Uhl winning second overall, and five silver medals.

The Hungry Creek 100 was the next race for Pentons to show their guts. This 100 mile hare scrambles attracted 400 riders from the south and mid-west only



*Steve Hackney, Texas Moto-Cross star on his 125cc Penton.*

to see Jack Penton walk away with the winning title on his 175cc Penton and Doug Wilford right behind him for the second spot.

For the traditional warm-up for the ISDT the Penton Trophy Team competed in the 2-day Canadian Trials. Bill Uhl was the winner of this run on his 100cc Penton and the Penton riders captured five of the six gold medals won in this event. A clean walk away for Penton.

We at Penton Imports are especially happy when we have a big win in one of the top races on the west coast. We consider Danny Laport's 125cc class win and fifth overall at the Elsinor Grand Prix a big win for Penton and following behind him was Warren Barrell to take second in the 125cc class and seventh overall.



*Jack Penton at the Hungry Creek 100.*



## PENTON IMPORTS

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LORAIN, OHIO 44052

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U.S. POSTAGE  
**4.8¢ PAID**  
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