

NO. 10 SEPTEMBER 1973

NO. 11 OCTOBER 1973

# Keeping Track

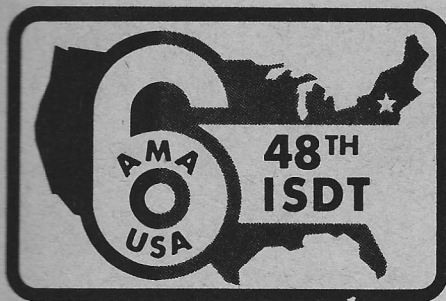
The Penton Owners Monthly News Happening!



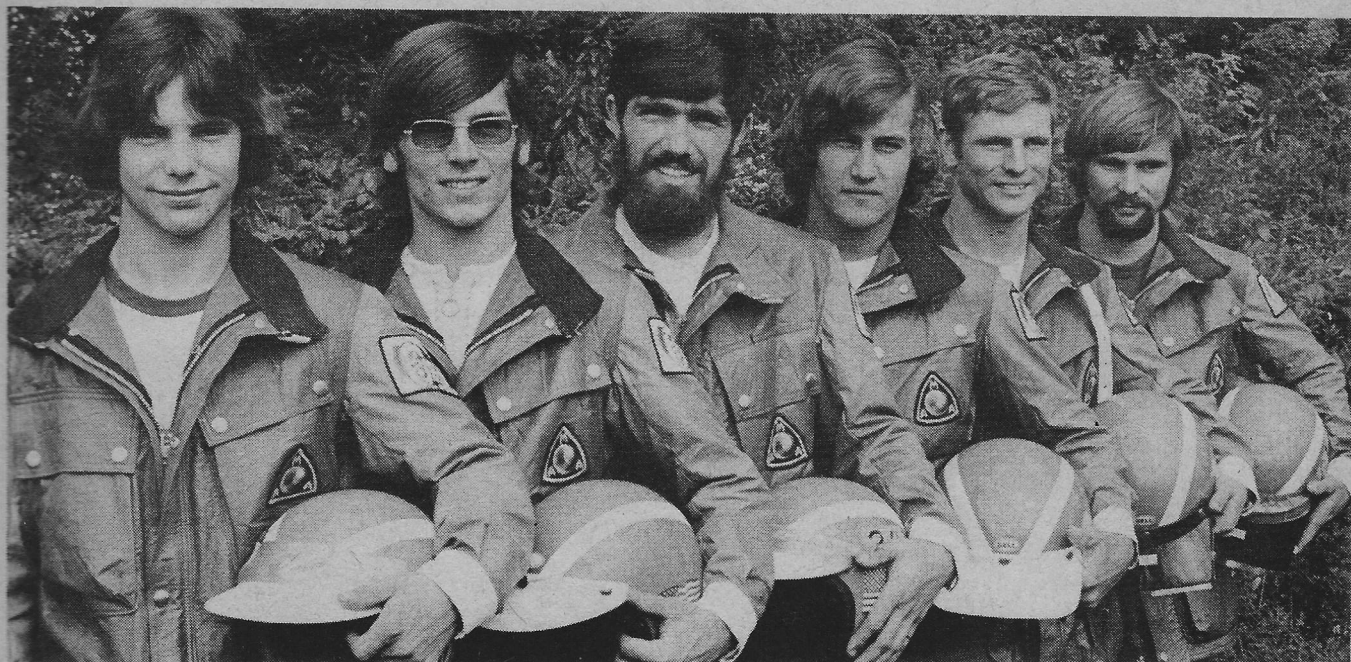
Bill Uhl, top performer for the U.S. and winner of the Count Lurani trophy

# SPECIAL SIX-DAY ISSUE





# THE UNITED STATES TROPHY TEAM



The 1973 United States Trophy Team at the 48th International Six Days Trial, Dalton, Mass. Left to right: Jack Penton, Dane Leimbach, Bill Uhl, Carl Cranke, Tom Penton, Jeff Penton.

GO JACKIE GO, they yelled. Thousands of spectators cheered young Jack Penton around that wet grass track as he was leading the 350 class in the last race of the Six-Days. Jawa rider, Kvetoslav Masita, from Czechoslovakia was tailing Jack very closely and they constantly traded positions in the straight aways and Jack would take back the lead in the corners.

The excitement of the hysterical crowd was the climax of watching our American boys race against the tough Europeans for six long days. Namely, the crazy fast Italians, riding the exact same machines as our Trophy Team, the Penton/KTM's, the flawless Czechoslovakians on their one off \$10,000 Jawa's, and the unbelievable Zundapp riders of West Germany. The drilled precision of the Communists and the no-fear of the Italians, resulted in excitement not even found at the International Moto-Cross tracks.

The U.S. Trophy Team was very optimistic about being able to win the ISDT for the very first time. They were riding on home soil and that was to make a difference in the

results of this event. Not underestimating the Europeans for one minute, they were aware of the two things that would determine the outcome of this event for them; 1. The weather, hopefully bad, and 2. Their luck, hopefully good. The reverse happened, the weather was good and the luck was bad, but their machines were running strong and so was the team.

At the end of the first day, most of the Trophy Teams were running clean (all gold) and the U.S. was in 6th place, based on special tests scores only. The weather was perfect that day and the course offered the degree of challenge necessary for the caliber of riders contesting this event. The second day it rained and it was looking good for the U.S. Trophy Team. An elimination game was played that day and several Trophy Teams lost a rider. But Jeff Penton had problems too, and spent over a half hour cleaning the silicone out of his carburetor that had fallen from his airbox. This is the bad luck I was referring to, and it cost us a top position in the final results. Jeff lost 46 points that day

and our only hope then rested on the weather for the remaining four days. But the sun shone bright on Wednesday morn and remained that way until Saturday. We moved from our 6th place position to 5th, after Sweden lost a rider on Thursday, but other than that, the teams ahead of us were experiencing no major problems.

On Saturday, the last day of the event the riders took a short jaunt through the woods (about 115 miles) and then rode their bikes to the very last event of the Six-Days. Waiting for them was a wet and slippery grass track about  $\frac{3}{4}$  of a mile in length and about 10,000 spectators standing in the cold and rain waiting to see the highlight of the Six-Days. The riders were to complete 8 laps in the fastest time possible with the first four laps determining the fastest time, and the remaining four for bonus points. The riders were competing in classes according to their bike sizes. The U.S. Trophy Team riders were placing anywhere from 3rd to 5th in their respective classes. The last race of the day was the 350 class and with Jack Penton





Jack Penton, Gold medal winner at check.



Dane, Gold medal winner running the mud.



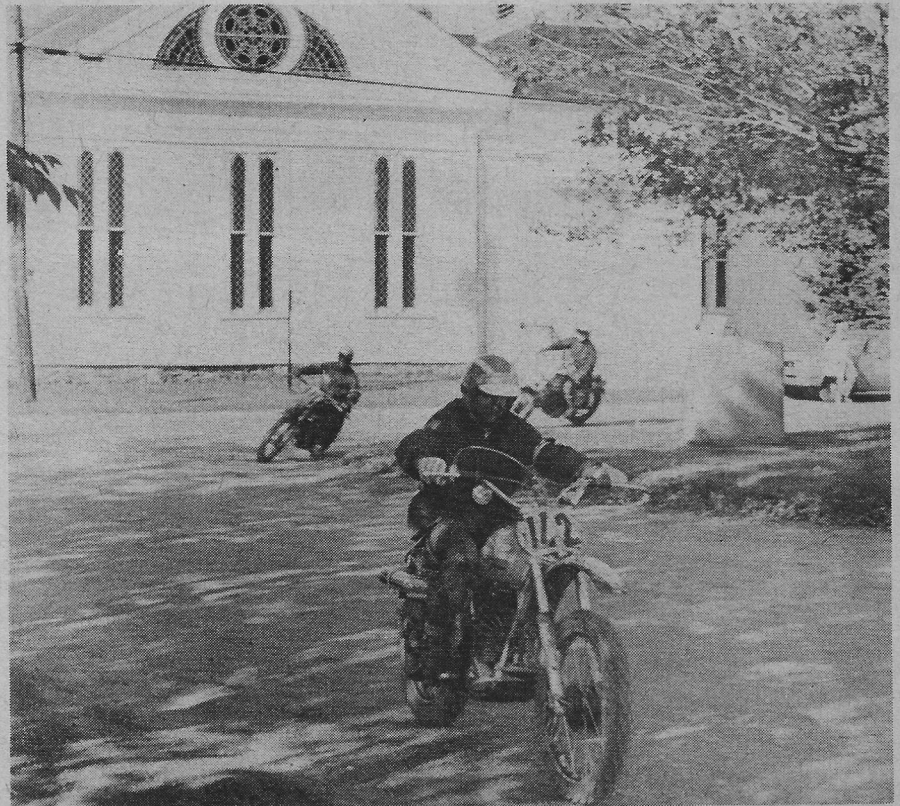
Carl, Gold medal winner in action on 250.



Tom, getting interviewed at acceleration test.

in the first row he got off to a good start and by the first turn he was in the lead and at the end of the four laps he had not been passed. The American fans went crazy; screaming wildly for Jackie to keep going and not to let Masita get by him. The course was getting chewed up and Jack was running wide open sliding around those turns like the truly international competitor he is, driving the spectators to hysteria. Masita did get by him on the very last lap, but by then it was too late. Jack had already won the race at the end of the four laps.

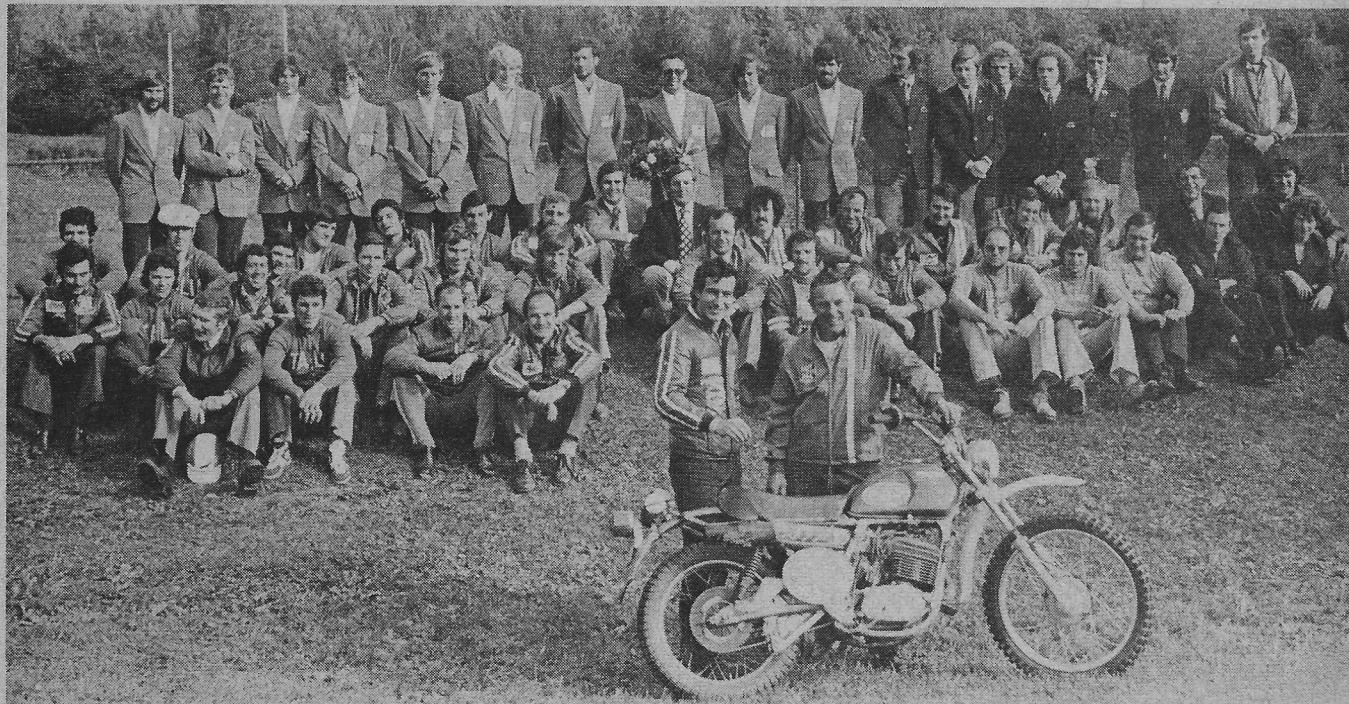
This concluded the ISDT and what an ending. All of the U.S. Trophy Team riders had finished the toughest most demanding event in motorcycle history and had won four gold medals, one silver and one bronze medal, with U.S. Trials Champion, Jack Penton, winning the final race and beating some of the best riders in the world by doing it. A truly remarkable performance from all six riders.



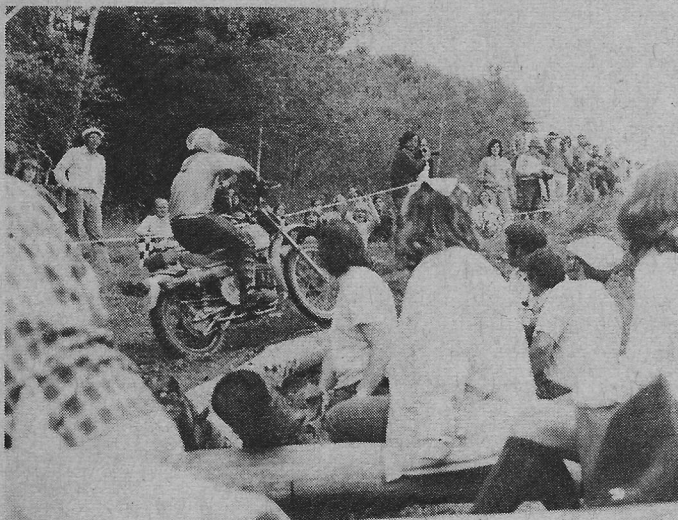
Jeff riding through a New England village.



# Six Days through the photographers lens



The entire Penton/KTM contingent at the six days.



The cross country test meant action!



3 countries all on Pentons at the start.



The U.S. Team at the opening ceremonies.



Dane going through one of the numerous checks.



# Six Day Highlights & Gossip

## BILL UHL WINS COUNT LURANI TROPHY



U. S. Trophy Team rider, Bill Uhl, aboard a 100cc Penton, was the top American rider in the ISDT and won the Count Lurani Trophy for his fantastic performance.

This is a first time award and is given to the top American rider or American Team competing in the Six-Days. This award is donated by Count Lurani of Milan, Italy, former President of the FIM, for his admiration and appraisal of the efforts that the AMA has done to improve the standard of motorcycling in the U.S.A. and in the world in general.

This is an amazing accomplishment by Bill Uhl, being the top American rider on a 100cc bike, competing against bikes of all displacement sizes. In the ISDT qualifying trials series, Bill won five gold medals and one silver and ranked as the No. 3 trials rider in the country. He has competed in five ISDT events and is the winner of three ISDT gold medals.

Our congratulations to Bill for a truly remarkable performance at the ISDT.

## UHL, CRANKE & PENTON TOP AMERICANS IN ISDT

Bill Uhl, Carl Cranke and Jack Penton drove their Penton cycles to the top three American riders at the ISDT.

Bill Uhl was the top American rider and winner of the Count Lurani Trophy. He was aboard a 100cc Penton and the quietness of his machine aided him greatly in winning this award, as he was not losing 20 points a day for being over

the required noise level. But, that's the name of the game, a sacrifice of cc's for quietness, and for Bill it paid off. Bill's points totaled 2950.5.

Carl Cranke, on a 250cc Penton had a total of 2974.1, and Jack Penton on a 290cc Penton had a total of 2974.8 points.

## BARKER, WILFORD & DANIK ISDT GOLD MEDAL WINNERS



Joe Barker from Parkersburg, W. Va., Doug Wilford from Amherst, Ohio and Paul Danik from Valencia, Pennsylvania put on fantastic performances at the ISDT and all won gold medals for their individual efforts. They were all riding the very reliable 125cc Penton and zeroed every check for six days.

This was a first time event for Barker and Danik. Both riders rode the 2-Day ISDT qualifying trials and qualified for the ISDT on their privately owned Pentons.

This was the second ISDT for Wilford. His first time was in 1970 where he won a bronze medal in Spain as a member of the U.S. Vase Team.

Our sincere congratulations to these three riders for a job well done.

## 9 OUT OF 10 RIDERS FINISH ON PENTON

There were 10 American riders who qualified and rode the ISDT on Penton cycles. Nine of those ten Penton riders finished the ISDT and seven of those nine were the winners of gold medals. Read "The Truth About Jim Hollander" to find out what happened to Penton rider No. 10.

The point I'm trying to make is that mechanical failure is non-existent in a properly prepared Penton.

### THE TRUTH ABOUT JIM HOLLANDER



Now, folks this is no laughing matter. Everybody has their own idiosyncrasies and Jim is certainly entitled to his. So what if his major hang-up takes place the second day of the ISDT, sometimes you just can't control these things. Don't get me wrong, it has nothing to do with his ability as a trials rider; he has already proven to be one of the best trials riders in the country. Jim just forgot to mention to anyone that he couldn't stand the sight of blood. That's right folks; the sight of blood has the same effect on Jim as does heart failure. And so the story goes.

Once upon a time there was an ISDT rider named Jim Hollander, and he was riding a Penton in the 48th ISDT. On the second day of this six day event Jim fell down and broke his crown. But Jim was o.k. and so was his Penton. So he got up and rode into the check, where someone casually mentions to Jim that he had a cut on his forehead. Jim takes a look in the mirror and wakes up in the hospital. After fainting three times at the sight of blood on his forehead, they carried him away in the ambulance. But all good stories have a good ending. Two days and fourteen stitches later, Jim could be found on the riding trails taking pictures of his used-to-be riding partners.



## AUGUSTO TAIOCCHI WINS 250cc CLASS AT THE ISDT

Augusto Taiocchi rode his 250cc Penton to the overall win in the super competitive 250cc class at the ISDT. Taiocchi is from Italy and was a member of the Italian Trophy Team.

The Italian Trophy Team was aboard Penton cycles and they were faster than all of the riders at the ISDT. At the end of the first day the Italians had set the fastest times in the special speed tests. A couple of their riders didn't have the necessary control on their fantastic speed and performed some really bad crashes, thus dropping them out of contention for a top spot in the results.

## SUPPORTING THE TROPHY TEAM

"The Trophy Team hasn't a chance. Lack of enough preparation and incredibly sloppy management will keep them down in fifth place", a quote from Cycle News East written by Charles Clayton.

When I read this paragraph in Cycle News, I went right through the roof. I have never seen better preparation or better management by any of our Six-Day excursions. The riders prepared their machines for two solid weeks. As Jeff said after the race, "If I would have left my machine alone, I wouldn't have had my problem. It was a matter of over preparation!"

Over 40 people supported the Trophy Team with gas crews and check crews. The management was very good with everybody having assigned jobs. Some of the people who put a lot of effort into the support were Ted Penton, who ran all the support crews; John Penton and Erwin Lechner who managed the team; John Cobb and Benny Von Erp who handled service and technical data; Pat Leimbach who handled time sheets and route cards and all the other people who assisted the team. Just for matter to mention, they also supported all of the foreign Penton riders and all the U.S. Independent Penton riders and not one time was there a screw up at a gas or time check.

How Mr. Clayton came to this conclusion, I will never know as I never

saw him at our meetings, or at our R & D during preparation, or at our pits in the field. You can draw your own conclusions at what he is trying to say.

## WE FILMED THE SIX-DAYS

Penton Imports took advantage of their top position in this year's ISDT and recorded the happenings of this exciting event on 16mm movie film. Now that the Six-Days has been here and is gone and may not be back for many many years, we have recorded our U.S. Trophy Team at the 48th ISDT.

Don't get excited yet, it's going to be awhile before this film is ready. It has to be viewed, studied and edited and believe me that takes a long time. But we have started working on it and it should be ready in about four or five months.



Since the Six-Days has been contested this year, I think the classic question that has been put to me is "How did we make out at Six-Days this year?"

There can only be one answer to that question — Beautiful or great!!

Our hats go off to Jack Lehto and Husqvarna for bringing home to us the World Silver Vase Trophy. As a whole, we motorcycling Americans have no idea what a tremendous feat and what a wonderful accomplishment Jack and his riders pulled off. Congratulations all you Husky guys and naturally we at Penton Imports are a little envious.

However, we Penton motorcycle people can also brag from now until the next Six-Days. Entering 10 Americans on Penton bikes we received seven gold medals, one silver, one bronze and a DNF

because of injury to rider; we lost no machines because of mechanical failure.

The top three or best performance for the first three American riders were Penton mounted, Bill Uhl, Jack Penton, Carl Cranke. Now listen to this, Penton motorcycles received more gold medals in the 1973 Six-Days than any other single brand of motorcycle. A total of 20 gold medals were won on Penton motorcycles.

You see, if you put the question there again, "How did we make out at Six-Days?", I can only say beautiful.

Six-Days as a promotion was fantastic. In questioning our foreign riders about the Six-Days, they only had praise and approval for the course and the entire mechanics of the competition. The Six-Days in the U. S. was truly a success and typically American. Meaning to say that on the second day we naturally commenced to start the beginning riders on the improper time to say nothing about having the exit gate to the compound chained and locked at the time that the first riders were due out. But, also, in "typical American style and confusion", a big rock and hammer took care of the chain and lock, and Dave Welsh, running around between the start and first check in his rain slicker and boots, assured the riders that the Start Time Business was squared away and o.k.; the entire show was tremendous.

Any of you people who read a few off beat articles by our news media, don't you believe them. We, in this great country of America, will always have a small segment of pessimistic news reports to read, evaluate and then go on "biken".

Congratulations to the AMA and all of us Americans, it was a fantastic Six-Days.

We are headed for Sandy Lane National to keep on "biken."

### 175cc PENTON STOLEN

Honda Hut of Bowling Green, Kentucky has reported that they had a 175cc Penton stolen at the Hungry Creek 100. This bike has a broken rear hub. The engine No. is 7-2105-8577. They would appreciate it very much if anyone who knows the whereabouts of this machine would please call them. Their number is (502) 781-1211.

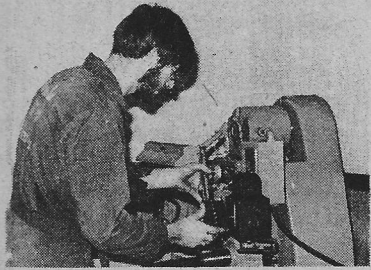


PENTON

PENTON

RESEARCH  
**LET'S  
DO IT  
RIGHT**  
DEVELOPMENT

J. D. SLATER



## JOHN COBB LEAVES R & D

John Cobb, our fine Service Manager has decided to leave as Service Manager of Penton Imports to open up his own repair shop. We will all miss John for his fine knowledge and service work on the Penton cycles and wish him the best of luck in his new enterprise.

## J. D. SLATER TO ASSUME SERVICE MANAGER'S POSITION



J. D. Slater has assumed the responsibility for the Service Department. J. D. has been working with John Cobb at Penton R & D for the last three years and is most knowledgeable of the Sachs and KTM engines.

J. D. is 21 years old and is active in enduro, moto-cross and hare scrambles riding. He has ridden Pentons, Huskys and C. Z.'s and is the owner of an antique Matchless and an antique Chevy.

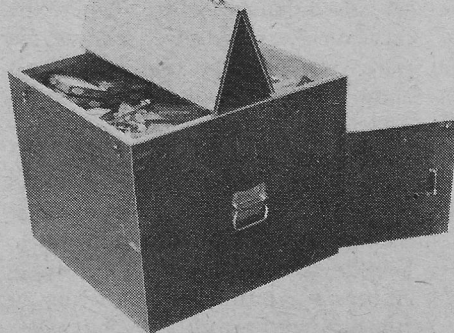
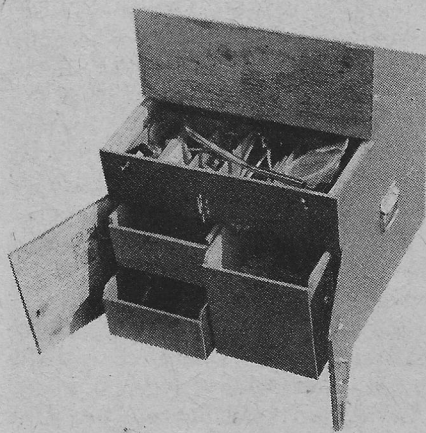
J. D. will take over John Cobb's "Let's Do It Right" column with his own monthly column.

### THE MAGIC BOX

If you go to races every week or travel to enduros all over the country, you know how frustrating it is to get there then find out you need a part or cable or something and you don't have one or it's lost somewhere in the boxes of junk in your trunk.

Well, we at Penton R & D worked up a magic box for when we go to enduros or trials to assure ourselves of having the extras we may need on hand. Thus, saving countless last minute rushing around getting needed things together, then never knowing where they were put.

Well winter is coming and if you're one of the above people, why not make and stock your own Magic Box. I'm sure you could even improve on the idea.



Our box was made out of plywood and measures 30 x 30 x 24". The top has two doors that open to a tray. The front doors open to reveal one large drawer and two drawers on the opposite side.

We also put handles on the sides if you want to move it. We would recommend a lock to keep out unwanted hands.

Once your Magic Box is made and painted it must be stocked. We put labels on all the drawers with what we put in each drawer for fast finding and inventory of the parts in the box.

I've made up a list of some things you should have in the box. You will probably end up with much more.

### PARTS

- Extra Chain
- Master Links
- Brake Shoes
- Extra Spokes
- Extra Throttle
- Clutch, Brake and Choke Cables (Speedo Cable)
- Gear Shift Lever
- Range of Plugs
- Range of Jets
- Air Filters
- Axle Nut
- Shock Clips
- Sprockets Both Rear and Countershaft
- Grips
- Fuel Line
- Clutch Plates
- Light Bulbs
- Tubes
- Range of Nuts and Bolts
- Rubber Bush Drives for Rear Wheel

### SPECIAL TOOLS

- Chain Breaker
- Tire Tools
- Flywheel Puller (countershaft pullers for Sachs)
- Swing Arm Wrench
- Flywheel Holder
- Spoke Tools
- Exhaust Spring Remover

### MISC.

- Tube Patch
- Wire
- Silver Tape



For those who are interested the Six-Day Trophy Team machines and riders used the following equipment:

Filters = Twin Air  
 Plugs = Champion and Bosch  
 Oil = Hi-Point 2-Stroke Concentrate 40:1  
 Transmission Oil = Hi-Point Gear Lube  
 Fork Oil = Hi-Point Silicone Fork Fluid  
 Tires = Metzler, Hi-Point, Trelleborg  
 Cables = Nylon Coated  
 Chain = Reynolds  
 Boots = Hi-Point M-X & Enduro  
 Rain Suits = Hi-Point Nylon  
 Goggles = Six-Day Glasses and Salice Goggles  
 Gloves = Hi-Point  
 Helmets = Bell  
 Fenders = "Muder" Front, Penton PVC Enduro Rear  
 Bars = Hi-Point Chrome Moly 8" Rise  
 Shocks = Girling

Penton and Bill Kain.

Tom Penton was 3rd overall and winner of the 175cc Class on his 175cc Penton; Carl Stewart was 4th overall and winner of the 125cc Class on his 125cc Penton; Art Blough was 7th overall and 2nd in the 250cc Class on his 250cc Penton; Doug Wilford was 4th and Danny Young was 5th in the 175cc Class, both on Pentons. Even though none of these riders finished the event, their scores were calculated to the farthest point.

## THE KAIN-PENTON FEUD

The National Enduro Championship race is really getting interesting with Bill Kain in the lead and Jack Penton running a close second. Kain, who dominated the National Enduro scene last year with seven overall wins, has been only able to score one win this year. He defied all the odds and was virtually uncontested for the 1972 title, but those same odds that worked so well for him last year have done an abrupt 180 and are working against him. He has scored five 2nd overalls, with two of those being so mysteriously close to the No. 1 spot that the only explanation would be luck or the lack of it. Ron Bohn snatched away the Stone Mountain National after they "tied" scores and Bohn had five seconds over Kain at the emergency check. Jack Penton then beat Kain at the Black Coal National by just one point and what makes this so interesting is that they were the only two finishers in the entire event.

Jack Penton, this year is the Bill Kain of last year. So far he has won three National Enduros, three National Trials, National Trials Championship, numerous gold medals, several 2nd overalls and is still running hot. Kain has been only able to get out of his 2nd place rut only once. Nevertheless, Kain's one win and five seconds beats Jack's three wins and one second. Now, if you would care to speculate on the next National Enduro, the Potosi 2-day, and the trend would stay the same for both riders, Jack would win, Kain would take second, then Jack would lead Kain by one point.

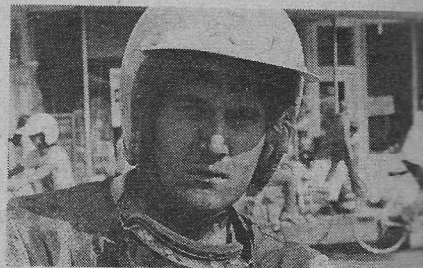
Anyway you look at it, it's going to be interesting to see the outcome of this championship race between Penton and Kain.

## MIKE LAURSEN HIGH POINT "B" SANDY LANE NAT

September 28, the Sandy Lane 150 mile National was a real timekeeper's run, and the overall winner only lost two points and that was after an emergency check was brought into play. MIKE LAURSEN of Toms River, New Jersey powered his 175 Penton to High B Rider dropping only three points.

ELIZABETH MAY won the Powder Puff Class on a 175cc Penton and in 2nd was SUZANN ERICKSEN on a 125cc Penton.

## CARL CRANKE WINS HUNGRY CREEK 100



Carl Cranke had to travel 2000 miles to take the top honors at the Hungry Creek 100 in Red Boiling Springs, Tennessee. 600 riders lined up to contest this event only to see the first five places go to members of the U. S. Trophy Team. What a dirty trick to the Tennessee hotshoes. But the Hungry Creek is a big event and riders come from all over the East, South and Midwest to ride this event. No one could know that it was going to turn into a private ISDT qualifying trials with the members of the Trophy Team racing against each other for the top position.

The Trophy Team riders weren't the only Penton riders to excel in this event. Alton Meadows on a 175cc Penton won his class and placed 6th overall. Danny Young followed him on his 175cc Penton for the 2nd spot in that class and won 10th overall, and Bobby Thomas took 5th in the 125cc Class.

### RESULTS:

1. Carl Cranke
2. Jack Penton
3. Bill Uhl
4. Tom Penton
5. Dane Leimbach
6. Alton Meadows
10. Danny Young

## ENDURO- TRIALS TALK



## JACK PENTON WINS HIS 3RD NATIONAL ENDURO THIS YEAR

10/6: Rain in the morning, the extremely tight woods and the absence of roads, made it impossible for all but two riders to finish the Black Coal National Enduro in Evansville, Illinois. At the end of 125 miles of woods, young Jack Penton had dropped 184 points to take the overall win and the only other finisher, last year's National Champ, Bill Kain had dropped 185 points to take 2nd overall. Never, I'm sure in the history of national enduros, have there ever been just two finishers and those two riders to be within one point of each other. I'm sure the odds on this would be phenomenal.

This is the third National Enduro win for Jack this year and he is currently in the Number 2 slot in the National Championship. With two more Eastern enduros left, the championship is still open for grabs, but will definitely be between Jack



## VIRGINIA STATE ENDURO CHAMPIONSHIP

10/7 — Penton riders from Virginia competed in the Virginia State Enduro Championship in Martinsville, Va. and took home their share of the glory from this highly competitive event. Johnny Thompson was Class "B" Champion and 2nd overall on a 175cc Penton; Sherrill Kennedy was Class "A" Champion and 3rd overall on a 175cc Penton. Other results look like this:

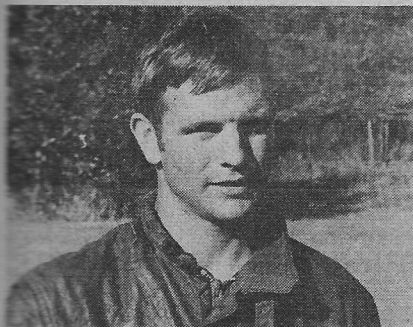
B 0-100 — 1st, Sammy Lovell, Penton; 2nd, Alan Hurléy, Penton, 3rd, Gary Fuller, Penton; 5th, Fred Brown, Penton.

B 126-200 — 1st, Johnny Thompson, Penton; 2nd, Rickey Weatherbee, Penton; 3rd, Barry Bridgef, Penton; 6th, Woodrow Johnson, Penton.

A 101-125 — 7th, Jerry Parker, Penton.

Congratulations to the winning Penton riders from the fine state of Virginia.

## TOM PENTON WINS CORDUROY 2-DAY TRIALS



The prestigious Corduroy Trials, Canada's two day national event, saw Tom Penton pilot his 125cc Penton to the Premier Award. Tom, just returning from four years in the Air Force, is getting back in the groove again and beat a field of over 300 top riders.

The Corduroy Trials is always held just before the ISDT and the Penton Team has always ridden this event as a prelude to Six-Days. The Penton family has dominated this event for many years as John Penton took claim to four overall wins, Jeff won it in 1970, Jack won it in 1971 and now Tom has won it, and now I think maybe they will be satisfied to give someone else a chance. But, we'll have to wait until next year to find out.

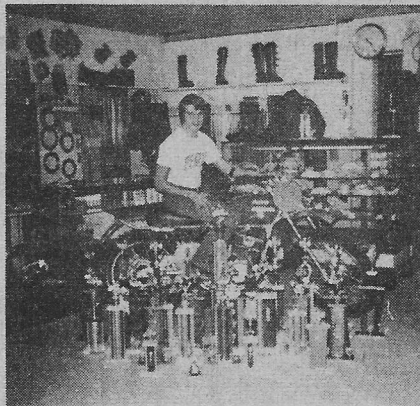
## MOTO CROSS TALK



## CHARLIE BOWER CMC RECORD HOLDER

Penton rider, Charlie Bower, holds the record at the Continental Motosport Club (CMC) for winning more expert races than any other rider. In approximately four years he has won 36 expert races and won twenty of those just this past year on his Penton. Charlie also holds the record for having won more consecutive races than anyone else; he won seven in a row.

## "KEEPING TRACK" SALUTES GARY YOUNKINS



17 year old Gary Younkings has been riding for just two years and during the past four months has won 9 overalls and 4 — 2nd overalls riding hare scrambles throughout

Ohio and Pennsylvania and several moto-crosses.

Gary rides a 175cc Penton for Bob's Cycle Sales in Vienna, Ohio. Last year he was riding a 125 Penton and won 15 — 1st places, 5 — 2nd places and 4 — 3rd places.

Gary works full time in construction during the summer, and I'm sure that aids in his physical fitness, which makes him the strong rider that he is. He has one more year of high school and would like to get into a higher degree of competition and would also like to try some enduro riding.

From the looks of his very impressive list of accomplishments, we don't think Gary will have any trouble in any type of competition.

Congratulations, Gary, for a mighty fine job.

## OHIO STATE M-X CHAMPIONSHIP SEES THREE CLASS CHAMPIONS ON PENTON

September 2, Lexington, Ohio. Penton riders shined in three of the Championship Classes in this well entered event. In the 100cc class Penton riders again dominated with Jon Leak taking the Championship. Rod Busch took the 125cc Championship on his Penton and Jeff Piasecki took the new 250cc Penton to the Championship.

## TOM CONSAW AND THE UPMA

I don't know how many of you Penton riders have heard of the UPMA — Upper Peninsula Motorcycle Association — but the center of it is in Houghton, Michigan. Penton rider TOM CONSAW from Tomahawk, Wisconsin told us about it, as he has been racing his 100cc Penton in all of their sponsored races. He also informed us that their Association gets a lot of TV, radio and newspaper time which we really dig, seeing as how his name has been in the results about every week.

Tom has consistently won, placed or showed in all of their moto-crosses since May and is now 2nd overall of the 100cc Class.

Congratulations Tom for some very fine racing and for the prestige you have given to your Penton.



# TWENTY GOLD MEDALS WON ON PENTON/KTM

*MORE GOLDS THAN ANY OTHER MAKE!!!*



**BILL UHL WON THE COUNT LURANI TROPHY FOR TOP AMERICAN RIDER!**

**THE FIRST 3 HIGHEST SCORING U. S. RIDERS WERE ON PENTONS!**

**THE FIRST 250cc MACHINE WAS A PENTON/KTM 250cc!**

**GOLD MEDAL WINNERS:**

ELIO ADROLETTI — RENATO FORESTI — BILL UHL — DANE LEIMBACH — BRUNO FERRARI — SEPP  
SUOMINEM — GUGLIELMO ANDREINI — H. VAN HOEGEE — JOE BARKER — ERMANO MASSERONI —  
DOUG WILFORD — MARTINO RENDOTTI — PAUL DANIK — TONI STOCKLMEIER — GIANMARIO  
FACCHIDETT — J. LANTING — CARL CRANKE — AUGUSTO TAIOCCHI — LUIGI CARRARA — JACK PENTON

**SILVER MEDAL WINNERS:**

TOM PENTON — ULDERICO MANGILI — ROLF MUSCH — S. V. SLUIS — ALAIN CHALIGNE

**BRONZE MEDAL WINNERS:**

ALLESSANDRO COLA — JEFF PENTON — BRUNO SCHMIDLI — WILLY LAEDERACH

**Penton, if you're looking for Gold Medal Performance**

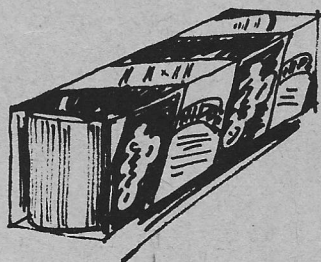


# HI-POINT OILS AT THE SIX-DAYS

## USED BY THE U.S. TROPHY AND VASE A TEAMS WITHOUT ONE ENGINE SEIZURE!



Excellent results from Hi-Point two-cycle concentrate was recorded at the ISDT. All Penton/KTM machinery and the Husky Vase A Team used Hi-Point to its full advantage. No ring or seizure problems occurred and only one rider didn't start on time the whole six days.



The mixing latitude also aided the crews at the gas checks. Pick up a four pack at your dealer, and see for yourself why these champions use Hi-Point.

## HI-POINT SILICONE FORK FLUID WAS IN THE T.T. MACHINE'S FORKS . . .

For six days they beat their forks over the Massachusetts roads and at the end, not one fork was leaking and the fork action was the same at the end as the beginning. This new revolutionary fluid is the thing and with winter riding coming, what better choice.

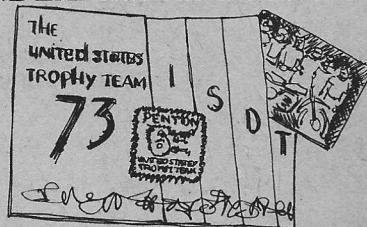


## HI-POINT CHAIN OIL KEPT THE CHAINS RUNNING SMOOTH



The Berkshire is noted for its extreme abuse to chains. The Trophy Team relied on Hi-Point Chain Oil and did not have one chain breakage problem the entire Six-Days. They oiled their chain at every checkpoint and changed chains once. If you subject your chains to this type of abuse, shouldn't you use Hi-Point Chain Oil?

## ISDT TROPHY TEAM SOUVENIR BOOKLET AND EMBROIDERED PATCH



We made up a colorful booklet loaded with pictures of the U.S. Trophy Team at the Six-Days. If you would like to have this along with a trophy team embroidered patch, send \$1.00 to "Keeping Track" to cover postage and handling. Your dealer still has a few ISDT Souvenir "T" shirts and sweat shirts available.

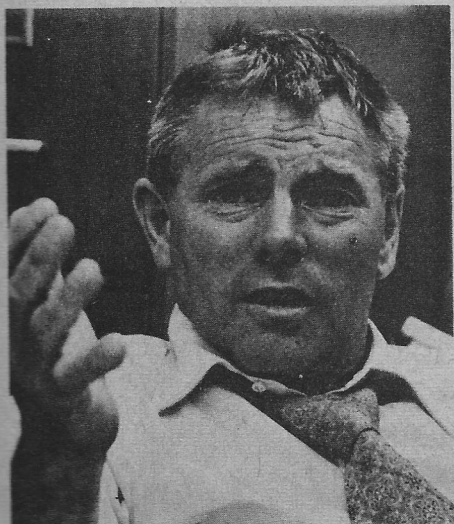




Penton Line-Up at the ISDT: Back Row: Jim Hollander, Paul Danik, Carl Cranke  
Bill Uhl, Doug Wilford, Joe Barker. Front Row: Dane Leimbach, Tom Penton,  
John Penton, Mgr., Jeff Penton & Jack Penton.



# PENTON: *a dynasty in the making*



The American public idolizes its sports dynasties — the New York Yankees, the Boston Celtics, the Green Bay Packers.

But when it comes to motorcycling, the closest thing to a dynasty is John Penton and his family of motorcycling sons.

The Pentons, individually and collectively, have won nearly every prize the world of off-road motorcycle competition has to offer except the crown jewel of the sport, the International Six Days Trial. If it isn't one of the Penton family taking top honors, then it's probably another top rider on a machine which bears the Penton name.

And if one believes the prophecy of John Penton, the family and their machine will win the ISDT sooner or later. Most are betting on sooner.

The development of the Penton machine actually began more than 20 years ago when John got his first ride on his father's 1914 Harley-Davidson. Penton had already earned a reputation for his daring high dives (from 60 feet up) and had built a hot rod dragster which he finally retired undefeated.

John dropped out of Baldwin-Wallace college to go into business with his four brothers and among the enterprises they ran together was a machine shop, a ditch digging service and a motorcycle agency on the side to make racing a little less costly.

In 1950, the Pentons organized a couple of dealerships, working in the retail motorcycle business until 1966.

During that time several things occurred which helped move the first Penton motorcycle from the drawing board stage to reality.

John had been riding and winning with regularity in just about every type of off-road event in the United States. In 1960 he rode in his first Six Days — on a 250cc BMW. He finished with a gold medal that year and has competed in a total of five ISDTs.

Nearly always a gold medal winner when his machinery held together, but never able to take the coveted overall title, John was once persuaded by a persistent salesman to test one of his models.

After Penton finished the test ride, he listed in detail a number of shortcomings to which the salesman replied, "If you know so much, why don't you build your own?"

Shortly after, while competing in the Polish ISDT, he met the owner of an Austrian motorbike factory.

Ultimately, out of that meeting came the first Penton. That was 1966. In 1967 the first prototype came off the assembly line and the Penton machine was a reality.

In 1967 just two models were offered, a 100cc and a 125cc machine. Today there are four, with a 175cc and a 250cc having been added to the line. In the future, there may be a fifth, a 360cc model, but John says it is still two years off.

Penton notes, "There have been two major frame changes since 1967, although the whole motorcycle has changed since then."

The machine has proved its mettle many times and this year, for the third straight year, will be the trophy machine for the American team in the ISDT.

This year Penton won the team title in four of six ISDT qualifying events and also carried the overall winner in four of the six events.



Although Penton and his sons have yet to pluck the ISDT plum, John is not discouraged.

"As long as we are persistent, we will win it," he says.

Penton noted that in 1949 he missed winning his first Jack Pine (a grueling two-day enduro) by one point.

"Bert Cummings won it and it wasn't until 1959 that I won my first of four Jack Pine titles. Since then I was also runner-up eight times and have finished 23 of the 26 times I have entered.

"I always wanted to win a gold medal in the Six Days and now I want to see if the U.S. can win the damn thing. We may have some close ones, like I did with the Jack Pine, before we can zero in, but if we persist in going after it, we will win," he said.

Just what does it take to win the ISDT.

Penton reflected on his first ride in the Six Days almost 13 years ago:

"I asked Bud Ekins 'Just what is this all about?' and Bud said, 'I can only tell you one thing — ride 80 percent of your ability and you'll come out all right. Save that 20 percent for an emergency when you'll really need it'."

According to Penton, experience is an invaluable asset to the ISDT competitor.

"It takes more than four or five years to build a good team. I had my sons, Tom and Jeff, riding in Garmisch in 1968 and that's experience," he said.

Jack Penton holds the distinction of being the youngest rider ever to participate in a Six Days and also being the youngest person ever to win a gold medal in the ISDT.

John Penton continued, "In 1971 we started to get a good inkling of the potential of the team. The key to a successful ISDT team is a reliable machine and accomplished riders. By accomplished riders I mean those who don't need to ride over their heads to come into a check four or five minutes early.

"The accomplished Six Days rider can come into the check early and then put all his efforts into the special test," John said.

"I think we are making progress toward a team which can win the ISDT. Anything can happen and I can't sell the team short this year, but 1975-76 should be our year.

"I always look forward to winning — if not this time — the next time," Penton said.

Winning the ISDT is more than a sporting proposition to Penton.

He is also a businessman and knows that everytime one of his Penton motorcycles wins an event it will sell his machines.

"You might say that I am an opportunist," Penton noted. "I just happened to want to promote motorcycles. I can't think of a better way to test a motorcycle. In Europe the ISDT is held on trails which are passable and sensible, but rough."

"The trouble is, to me the Six Days just isn't a commercial venture. I think of winning for reasons other than commercial gain. I think of the United States having a victory at the Six Days," he said.

"The foundation of the sport as I see it is a family thing. I like to say the sport has a heritage.

"And what I mean by that is, no matter how the popularity of the sport fluctuates, you'll always find the die-hard enthusiasts who support motorcycling regardless of the attitudes of the general public," he said.

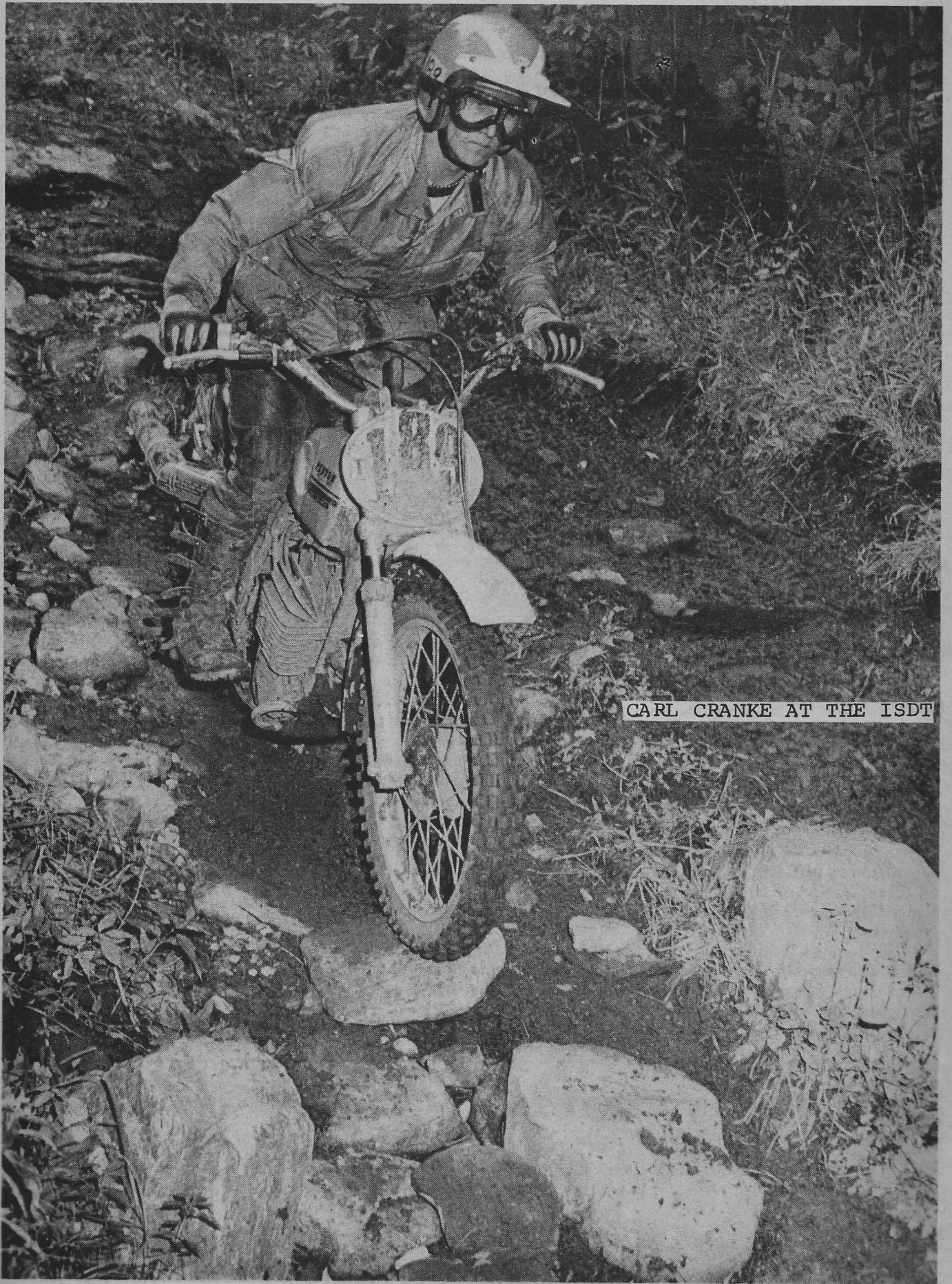
"I ride to win, but also to have some fun and have a successful livelihood. Our Six Days package for the riders trains them for future vocations so they will have a position in which they can make a living," Penton said.

"I have to ask myself what can I pass on to the sport?"

The answer to that question may not seem clear at this moment in time, but it seems inevitable that John Penton will leave more than just the heritage of motorcycling — he'll leave a dynasty.







CARL CRANKE AT THE ISDT



# JIMMY MERCK WINS GEORGIA GOVERNORS CUP AWARD

Fourteen year old JIMMY MERCK from Tucker, Georgia was the winner of the Governor's Cup Award from the Georgia Moto-Cross Association. Jim won eight races on his 100cc Penton and had the highest number of points of all five participating classes.

This is an amazing accomplishment for a rider of his age and on a 100cc bike. Can you imagine what his gas tank looks like with all of those winners stickers on it.

Jim just purchased a new 175cc Penton and has already won three moto-crosses with it. Congratulations, Jim.

## PENTON RIDERS FROM THE BIKE SHOP IN PARKERSBURG, W. VA. REALLY GET IT ON

July 8, fourteen year old JIMMY BOONE of Parkersburg, W. Va., astounded himself as well as the crowd and his fellow competitors by running away with the Junior Class aboard his new 100cc Berkshire Penton. Jimmy, whose feet won't reach the ground, could have cared less; he just stretched his lead further, so much so in fact that he was protested. No one could believe anyone could walk away that much. Alas, Jimmy was strictly stock so he went home with not only a trophy but the protest money in his pocket. Jimmy, who usually is quite unemotional certainly wasn't by this time, he was grinning from ear to ear. Glad to see him on a winning bike again.

If the Junior Class turned out so well it was only a forerunner to the 100cc Class where ex-DKW rider Dave Graham, who had only gotten his new Penton Friday night,

showed the crowd another example of fine riding beating out Denny Swartz aboard another Penton. In fact the first 5 places in the class were Pentons including Craig Lovett, Dave Eurbank all of which ride out of the Bike Shop in Parkersburg. Let's say the Pentons were moving on!!

## PENTONS SWEEP RED BUD MICHIGAN M-X

The only classes Penton didn't win at Buchanan Michigan M-X on September 9 were the Mini-Bike and open class. The scoring looked like this:

100cc 1st Roger Walsworth, 2nd Bill Cruikshank

125cc 1st Rick Walsworth

175cc 1st Joey Czokasy, 2nd Fred Marsden, 3rd Chuck Sorenson

250cc 1st Mike Lenz

## DOUG RAINES NEW 250cc

Doug Raines, riding one of the new Penton/KTM 250's absolutely dominated the expert class at Straddle Line's West Coast Challenge Moto-cross. He won all three motos decidedly almost lapping half the field by the checkered flag. At the start of one of his motos, Raines was in 2nd spot heading into the first turn. In another 10 feet he was leading but bobbed it on some rough ground in the next corner almost losing it altogether. Three riders got by him at this point by the time he got squared away. Within the next fifty feet, before the next corner, he had passed all three back and from then on continued to pull away with ease.

There is a very special rider in Jackson, Wisconsin who deserves a honorable mention. 16-year old TIM MILLER, used to be Monark rider, bought a Penton 100 and proceeded to go out and win five consecutive moto-crosses.

Way to go, Tim.

## RICHEE COLLINS BORROWS DAD'S 250cc

The best race of the night was the 250 Junior class. Richee Collins, the super quick Collins and Son rider out of Anaheim, decided that since the new 250 Pentons were out and his dad had one, why not try it out. As he unloaded the bike out of the car, riders gathered around him and snickered and joked about the giant monster silencer hung off the back of the new Penton. Well as the saying goes, He who laughs first laughs last. Here is the way it went.

Fourteen riders lined up on the start with Collins on the outside. When the green flag dropped, fourteen hands pulled on the throttles and fourteen bikes blasted into the first turn. At the first turn, there were thirteen bikes all lined up behind, you guessed, Richee Collins and the Penton. Collins blasted his way around the track and when the checkered flag fell, he had bagged the very first 250 win in his life. Jim Rader who is the usual winner in this class had to settle for second with Ron Rieke third.

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The younger they start the better they are. Proof of this is 15-year old MIKE LENZ from Valparaiso, Indiana. Riding for Buck's Cycle, he got his new Penton 250cc on Wednesday, moto-crossed it Sunday and blew all the local hotshoes in the weeds. He beat the second place rider by 30 seconds in one heat. Out of sight.

Keep it up Mike, we're anxious to see what you're going to do when you're 16.

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Guennady Moissiev, finished 5th in 250cc World G. P. M-X on the new Penton/KTM 250cc.

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THE TROUBLE with being a good sport is that you have to lose to prove it.



## PENTON IMPORTS

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