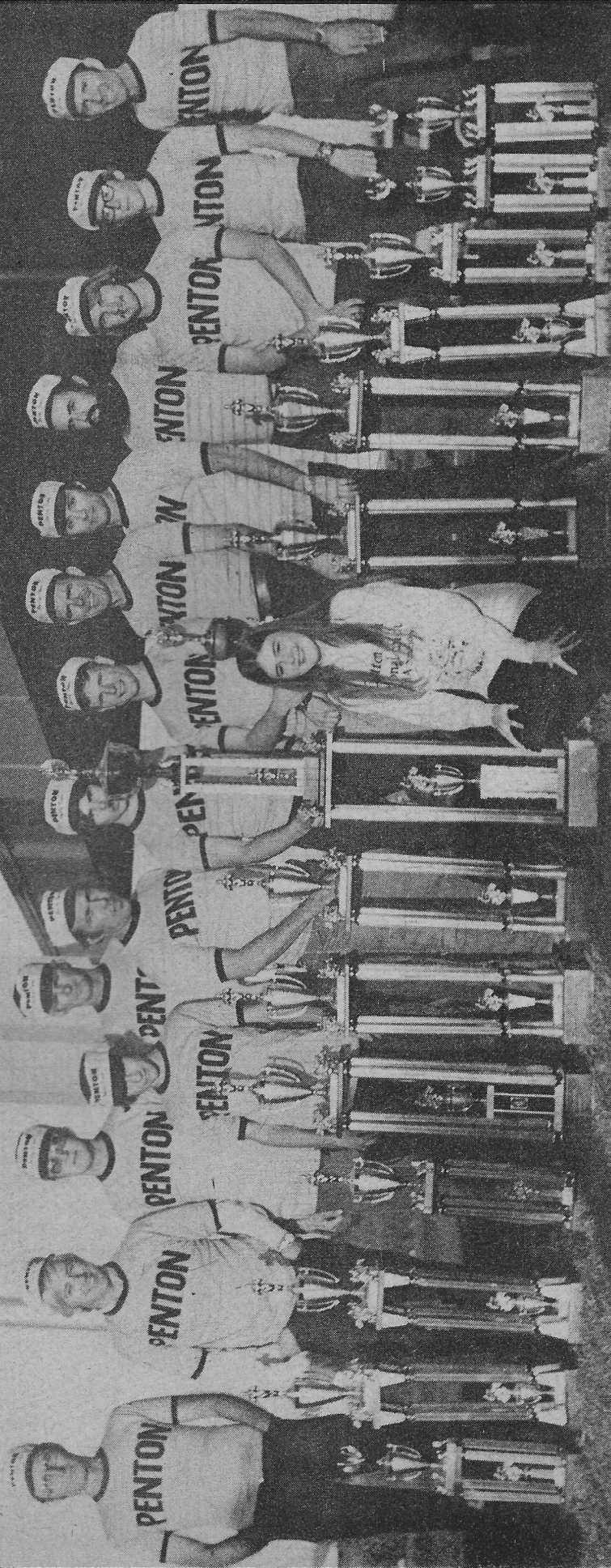


The Penton Owners Monthly News Happening!



**TROPHY WINNERS AT COTTON BOLL NATIONAL ENDURO**

*Left to Right: Dee Williams, Mike Lewis, Robert Daniel, John Terry, Glen Terry, Bob Powers, Jack Penton, Tom Penton, E. W. Bryan, Bill Pando, Fred Brown, Mike Terry, Loren Walters and Joe Walters.*

*Penton riders also winning trophies, but not shown: Vern Street, Dan Hollman, and Jim Sherrill.*

# How I Set My Penton Up for the Desert



About the author: *BILL FRIANT* is no stranger to the desert riders. He carries the No. 1 plate in Div. 2 in District 37. Bill has had numerous overall wins and has been riding the desert for about 14 years. Bill is employed by Penton West as their Southwest Sales Representative and he can be seen most weekends bounding over the desert on his Penton. His knowledge of desert racing and preparation is unsurpassed and if you see Bill at any of the races he will be glad to help you in any way you may need.

Bill wrote the following article on how he prepares and sets up his Penton for the desert — a lot of useful knowledge and some fantastic tips.

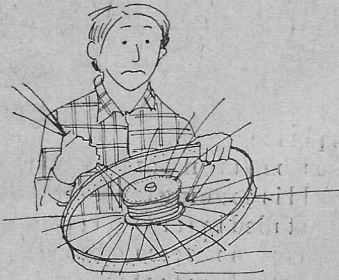
In preparing my Penton 125cc for desert racing, the first thing I did was put a foam air filter in it. I had a pair of curnutt shocks (5 in. travel), so I tried them and they changed it from a good ride to sitting in front of the TV in an easy chair. The forks worked fine without even changing the oil.

The Magura grips are okay, but I wrap rubber bands around them cut from innertubes. It makes them larger around and the innertube rubber is soft.

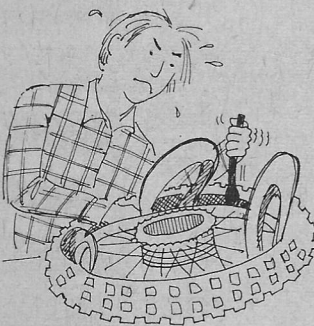
I found that nylon cables made everything work smoother and easier.

For guys that are hard on equipment, you might want to relace your rear wheel with 8 ga. spokes

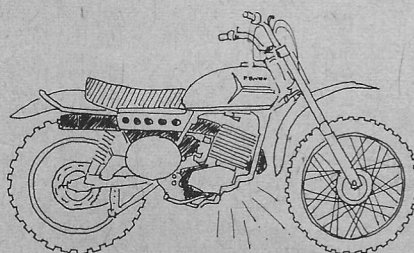
and cross over four on the spoke pattern.



In my tires I run 20 lbs. in the front and 15 lbs. in the rear. When I have had a problem with flat tires, I put two tubes in the tire. Just drill another hole in the rim opposite of the valve stem and stuff in another tube. Put one or two lbs. of air in the tire, alternating one tube then the other until you get 15 or 16 lbs. in each one. A couple of times I have finished with a soft tire, 0 lbs. in one tube and 8 lbs. in the other. Always use Flat-Proof!

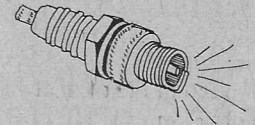


I haven't been using a skidplate, but I've noticed that the bottom of the frame has taken some punishment. It might be a good idea to use one.



I found that with just rejetting the carburetor, the bike is fast enough to be competitive without changing the porting or exhaust.

I still have the original spark plug in mine after eight races.

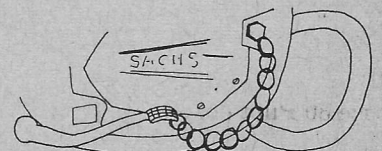


I run Hi-Point two stroke concentrate 40 to 1.

For weekly maintenance, I clean the air cleaner and oil the chain. I adjust the chain loose; they seem to last longer that way. I check the float bowl and mag cover for water after washing and run the engine until it gets warmed up. I put grease on the inside of the air box to help catch anything that might get through.



I check the spokes and nuts and bolts and brake adjustments. I welded the coil bracket to the frame because the spotweld is a little weak. I fasten small cables from shift and brake levers to the front of the frame to keep brush out. I have a case and lever protector bar bolted to the frame. This is important for protection of the shift lever when falling or hitting rocks.




Most of the things that I have written are personal preference. I think that the Penton is closer to being ready to race out of the crate than any bike you can buy!

RESEARCH

**LET'S DO IT RIGHT**

J. D. SLATER

DEVELOPMENT



PENTON

PENTON

**NEW CARB SPECS FOR 175cc**  
Bing and Amal and 125cc 30mm Amal

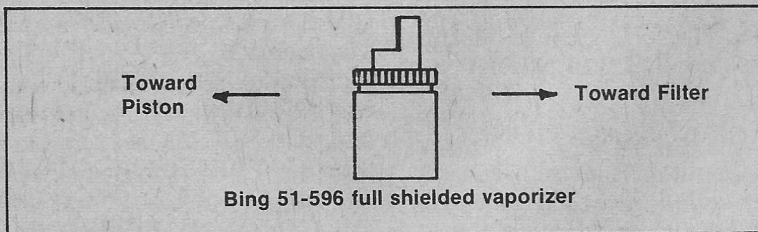
With our constant testing of the carburetor on the 175cc we have come up with what we feel to be the optimum set-up available now. This is for the Bing Carb on the Frame Breather models.

Some of the machines may have some or all of the correct settings so check it out before getting new parts.

The result is a higher needle position, a needle jet 276 and vaporizer 51-596. The vaporizer must be put in properly so that the shield is pointing to the air filter. If it is installed in the wrong position the carb will not operate properly.

\*Tests show that in some altitude areas you may still experience a little pinging in the mid range. If so, we suggest using a 280 needle jet and dropping the needle all the way to the first notch.

	New Setting	Old Setting
Main Jet	150	150
Needle Jet	276 or 280*	273
Needle Position	3	3
Vaporizer (Shielded full body type)	51-596	51-591
Pilot Jet	30	30
Pilot Air Adjusting Screw	Two half turns Open	
Throttle Slide	22-736-2	22-736-2



**30mm AMAL CARB SET-UP**

If you have an Amal on your 175cc or a **30mm Amal Conversion** on your 125cc we have also brought these specs up to date.

**175cc PENTON WITH 30mm AMAL**

- Size 30 Pilot Jet
- Size 260 Main Jet
- Size 106 Low Orifice Needle Jet \*
- #2 Long Needle to Match
- #4 Slide
- Pilot Air Screw 3/4 turn out

Needle starting in all the way down position. You can also update

\*updated

the Amal if it isn't already with a plastic float bowl, nylon tipped float needle and a tickler conversion. You may find all or many of these things done to your carb already.

**For the 125cc 30mm AMAL CONVERSION**

- Size 20 Pilot Jet
- Size 240 Main Jet
- Size 106 Low Orifice Needle Jet \*
- #2 Long Needle
- #4 Slide
- Pilot Air Screw 3/4 turn out.

Needle starting in about middle position.

The major note to make and remember is the air adjusting screw and setting on the Amal carb. **CAUTION!** The air adjustment screw is very, very, very delicate in setting. The slightest little movement on the screw will affect the engine throttling in the most major way.

This is ninety percent of what you need to know about the Amal carb and if you don't know this, you will think as Dirt Bike Magazine that they are junk carburetors.

Remember! Screwing in the air jet is giving it more gas and less air. When starting the air adjustment, start with air screw 1/2 to 3/4 turn open. After you have this air screw set, then 3M the screw so no one screws with it.

If the carb ever acts up, then nine times out of ten, the pilot jet is plugged. If so, remove the air adjusting screw, pull gas line off of bottom of carb and blow in the air screw hole with air pressure nozzle. Put air screw back in, gas line on, and readjust air screw.

We have found with proper installations, settings and operation that the Amal carburetor gives as good as or higher performance than any other two stroke carb in the world today. Evidence of this statement is that a major portion of the European Grand Prix Moto-cross machines use Amal and the entire Zundapp Six Days entry has used Amal carburetors.

The problems with Amal for two strokes have always been that these Amal people have never had two stroke service representation here in the states. I always make mention of the British Amal, not the Spanish Amal. The Spanish have had service representation and enjoy a good reputation.

*We now have available a 30mm Amal conversion for the 125cc Penton. We have found this carb to give improved performance and speed for the moto-cross rider. The kit #1002 consists of a 30mm Amal carb, (properly set-up), manifold adaptor, quick throttle, cables and choke lever along with tuning instructions.*

*They should be available at your dealers now or very soon.*

## ENDURO- TRIALS TALK



### WHEN YOU'RE HOT YOU'RE HOT . . .



#### TOM PENTON puts National Enduro's back to back

Lawrence, Kansas. TOM PENTON put National Enduro wins back to back by taking the overall win at the 100 Mile Kaw Valley National Enduro November 11th at Lawrence, Kansas. The previous week he took overall at the Cotton Boll National in Texas. Jack Penton who needs a high place finish to win the National Enduro Title ran into trouble all day, barbed wire fences, etc. There is one more National left — the 125 Mile Swamp Fox at Mt. Pleasant, South Carolina, on December 2 and you can bet Jack Penton, Bill Kain (current leader), Tom Penton and all the others will be out for this one.

Penton cycles so far this year have won 7 National Enduros — more than anyone else!

### STEEL HELMET NATIONAL

Penton riders walk off with everything but the overall . . . . .

Potosi, Mo., Oct. 20-21. The third two-day National of the year saw Penton riders take all the lightweight classes and sweep everything but overall when DICK BURLESON nipped TOM PENTON by 2 points.

The scores the first day proved to

be more of a guess than a reality as some moved arrows and questionable checks were debated late into the night. However, everything was resolved and most went away happy. Jack failed to put in a good showing when a flat tire put a stop to his quest for the National Enduro title in this run.

JOHN PENTON jumped on one of his new 250 Hare Scramblers and proceeded to show the younger fellows that he is still a threat by taking 5th overall and winning the Senior Class.

The run was a real success other than the arrows and the questionable checks. The weather was perfect and the course was very good.

0-100cc

1st DAN HOLLMAN

0-100cc B

1st MAX HILGERS

100-200cc

1st TOM PENTON

100-200cc A

2nd DAN YOUNG

3rd VERN STREET

4th LENNY KEEN

100-200cc B

1st ALAN ROWE

2nd EDWARD A. SCHMIDT

5th DAVE STEIGER

201-350cc

5th JACK PENTON

Seniors

1st JOHN PENTON

Team

1st PENTON IMPORTS (TOM, JACK and JOHN PENTON)

#### BLACK COAL NATIONAL

In last month's issue we featured Jack's overall win but did not have complete results on Penton riders.

Here are the other Penton riders who helped make Black Coal a Penton run.

125 A — 1st, CARL STEWART, 2nd, LENNY KEEN; 200 A — 1st, TOM PENTON, 5th, DAN YOUNG; 100 B — 4th, ARLLY HILL, 5th, ARCHIE DAVIS; 125 B — 1st, ED SCHMIDT, 2nd, BOB JACKSON; 200 B — 1st, DICK FRANCE.

### COTTON BOLL NATIONAL ENDURO

Memphis, Texas, Oct. 27-28. There were more than 400 rough and ready riders entered in this open country run. The 113 mile route alternated

from easy to its difficult sections. From the dirt roads to a river bottom then back to the road. They also used that old Red River Valley to a good advantage, although most of the riders concentrated on pinpoint timekeeping instead of riding just to stay alive.

Jack lost three points and Tom lost only one. They weren't the only ones showing that Pentons are superior.

Overall: TOM PENTON; Overall A: JACK PENTON; 100cc B: 1st, BILL PANDO; 2nd, FRED BROWN; 100cc A: 1st, DAN HOLLMAN; 3rd, E. W. BRYAN; 4th, JIM SHERRILL; 101-200cc B: 1st, BOB POWERS; 3rd, ROBERT DANIEL; 101-200cc A: 1st, TOM PENTON; 2nd, VERN STREET; 4th, DEE WILLIAMS; 201-250cc A: 1st, JACK PENTON; 2nd, MIKE LEWIS; 4th, MIKE TERRY.

### MILK RUN ENDURO

Milk Run is one of the oldest runs, with this year marking the 27th annual run. The name Milk Run comes from the shape of the trophy, which is a wooden milk bottle. Our own JOHN PENTON has his name painted on the side of this huge trophy.

In the many classes this is how Penton riders did:

CLASS-A-125cc

2nd, GLEN ATER

3rd, KEN CUNNINGHAM

CLASS-A-200cc

1st, R. SAPE

3rd, DON CARPENTER

CLASS-B-100cc

2nd, R. ANDERSON

3rd, SCOTT FORD

CLASS-B-125cc

1st, EMMETT OLBERS

2nd, ROBERT VAN ANTWERP

### LEWIS OVERALLS ZINK ENDURO

MIKE LEWIS took his 250 to the overall win at the Zink Enduro September 30th at Tulsa, Oklahoma.

Other Penton riders scrambling over the John Zink Ranch to victory on their Pentons were "A" Class winners: 1st, CHARLES WHITE and 2nd, BILL UZZELL. "B" Class 0-100: 2nd, RICHARD WICKWERE; 3rd, DUANE BUCK and 5th, ED HILLMAN. "B" Class 101-200cc: 1st, LARRY PETERSON and 4th, ROY WILLIAMS.

## 1974 NATIONAL ENDURO SCHEDULE

These are the National Enduros chosen for the 1974 National Schedule. At the present there are a lot of unhappy people and clubs that have put on Nationals for many, many years who were dropped this year and action is being pursued in areas to alleviate this problem. Some of the major missing runs are Jackpine, Little Burr, Greenhorn, Stone Mountain and Lonesome Pine. Most of these runs have a heritage older than the riders participating. Also, there are no Nationals over 150 miles in length and no two day runs of any kind.

We at Penton are not happy with the situation and are investigating further this dropping of long standing, high quality runs with a lot of history and heritage.

March 31, Curley Fern, South Jersey Enduro Riders; April 21, 125 mi. Red Garter, Dirt Diggers, California; April 28, 100 mi. Little Harpeth, Donthava Fac. Works, Tennessee; May 5, 150 mi. Burr Oak, Mid-West Enduro Riders, Indiana; June 16, 150 mi. Porcupine, Mich. Trail Riders, Michigan; June 19, 100 mi. Straight Arrow, Straight Arrow Enduro Riders, Minnesota; September 1, 100 mi. Rocky Mtn. Enduro Assoc., Nev., Colo.; September 15, 100 mi. Kaw Valley, Wheelsport, Kansas; September 22, 150 mi. Sandy Lane, Schuyer County M. C., New Jersey; October 6, 125 mi. Black Coal, Ind., Ill., Ky., Enduro Riders, Illinois; October 13, 100 mi. Central Cycle Club (District 1 Northeast); Oct. 27, 125 mi. Cotton Boll, Track & Trail, Texas; November 3, Checkpoint M. C.; November 10, 125 mi. West Kentucky Trail Riders, Kentucky; November 17, 125 mi. Tulsa Trail Riders, Texas; November 24, 125 mi. Perry Mtn. M. C., District 9 Ga., Ala.; December 1, 100 mi. Potosi Stump Jumpers, Missouri.

We do not at this time have all the club names or addresses. As we acquire these we will inform you.

## LITTLE TUFFY ENDURO

The URA put on a fine Enduro on October 28 at Wagon Wheel Cafe, California, and Penton rider, CARL PRICE took the 175 A Class and 2nd overall. Other Penton winners were FRED HAYES, JOE LAPORTE,

CRAIG YOUNG, DARYL RIESSGARD and STEVE HYDE. Penton Enduro enthusiasts FRED HAYES and GARY CALKINS helped in the running of this fine event.

## ROSE CAPITAL & TIME CLOSE ENDURO

Two young men from New York rode in the Rose Capital Enduro, which was 100 miles of hard riding. Both JOHN SORGI, JR. of New Field and LARRY BARNES of Kings Ferry had just received their 250cc Pentons a few days before. Neither bike had been ridden more than 10 miles. John Sorgi, Jr. was 1st in Class A 250cc and only missed Grand Champion by 8 points. While John was busy in Class A, Larry Barnes had his hands full in Class B 250cc. He ended up getting 2nd. Larry only missed Grand Champion by 6 points.

Do it again, must be these guys' motto, because that is exactly what they did. The following weekend they went to Edmundston, New York for the Time Close Enduro, which by the way was all woods. They both came out of it with a perfect score. Overall went to 1st JOHN SORGI, JR. and 2nd LARRY BARNES on their super hot 250cc Pentons.

## CARL PRICE SCALPS THE TROOPS AT THE TONTO 100 MASSACRE ENDURO

The 2nd annual Arizona State Championship Enduro saw California Enduro star CARL PRICE take the overall win on his Penton. Carl is ranked the No. 3 Enduro rider in California and I'm sure by next year he will be the No. 1 rider. Carl hails from Lakewood, California, is 30 and drives the 175cc Jackpiner. He rides out of Mettco.

Penton riders didn't leave off there though. In the 125 B Class, RON WELLS, JERRY ELSON and MIKE WYRICH took 1, 2, 3. In the 250 A Class MIKE ADAMS rode his 175cc to the top of the class.

## CERA FOOLS GOLD ENDURO

Georgetown, Calif., October 23. RALPH MAILTON almost took the big prize at the Fools Gold Enduro when he dropped only 5 points, but lost it at the emergency and had to

settle for 1st 250 A and 3rd overall. Right behind Ralph was JIM JENKIN who dropped only 6 points and won the 125 A Class.

## DAN HOLLMAN ON A HOT 100



DAN HOLLMAN of Gardner, Kansas, bought a new 100cc Hi-Breather in October from Letko of Kansas City. In the succeeding five weekends he's literally demolished the opposition.

10/14 — 2 hr. Paola, Kan. Hare Scrambles, 1st Overall

10/20, 21 — Potosi 2-Day National, 1st Overall 100 Class

10/28 — 125 mi. Cotton Boll National, 1st 100 Class

11/4 — Perry, Mo. Enduro, 1st Overall

11/11 — 100 Mile Kaw Valley National, 1st 100 Class

## MIKE LEWIS BURNING THE TROOPS

MIKE LEWIS, who's been with Penton sportcycles from the beginning, is pulling down his share of victories lately with the new 250. In fact he's been beating everybody so badly that they call him a Penton factory rider!

Mike isn't a Penton factory rider (there is no such thing), but one of the finest Penton dealers in the country. His shop is in Lawton, Oklahoma, and he probably knows as much about the Penton cycles as the factory.

Mike has ridden in the Six-Days several times and is one of the Central States best Enduro and Cross Country riders.

Mike's recent victories were the 80 mile Northwest Hodaka River Race winning overall and following that up the next week by taking overall on his 250 at the Zink Enduro in Tulsa.

# MOTO CROSS TALK

## BOB CROSIER, JOE FIDEL AND JEFF PIASECKI

### OHIO INTERNATIONAL RACEWAY TRACK CHAMPIONS

Ravenna, Ohio. When the season was over and track championships were awarded 3 Penton riders stepped forward their trophies. BOB CROSIER won the 100cc Championship on his Berkshire. BOB hails from Stow, Ohio and has recently moved to the 175cc Class and is showing equally fine performance on a Jackpiner. JOE FIDEL from Willowick won the 175cc Class on his Jackpiner and has run very consistently all year. JEFF PIASECKI from Toledo captured the 250cc Crown. In all fairness Jeff started the season on a Husky but finished on a Penton.

Congratulations to all these fine Sportsman Moto-Crossers and we'll be looking for equal results next year.

### CARL CRANKE SOCKS IT TO 'EM

FLASH: Carl took his stable of Pentons to Hopetown . . . entered the 100-125 and 250 classes on Saturday and proceeded to win the 100cc, 3rd in the 125cc and 1st in the 250cc . . . Great riding from this ISDT two time Gold Medal winner. Two weeks before that, Carl journeyed to Nixon, Nevada to lay claim to the Western States Racing Association 100 Mile Hare Scrambles with an overall win on his 250cc over 10 minutes ahead of the second place rider.

At a desert race November 11th, however, Carl got entangled with another rider when the trail was lost and everybody was racing in all different directions. He punched a hole in his arm and will be off for a while.

### DOUG KAIN INJURED

DOUG KAIN from Zanesville, Ohio, one of our fine Penton dealers and one of the finest Sportsman Moto-Crossers in Ohio was injured in a Moto-Cross in Pennsylvania

and will be in a body cast for about 5 months. We wish Doug a very speedy recovery and I'm sure he would appreciate cards from some of his fans out in the cycle world. You can write him at Doug Kane's Cycle World, 303 W. Monroe St., Zanesville, Ohio 43701.

## BRYAN FRENIEA PUTS TWO TOGETHER

BRYAN FRENIEA from Reno, Nevada, has been doing some riding with real good success. At the Western States Racing Association 100 Mile Hare Scrambles, Bryan took his 125 to first in the AM/EX race. A week earlier he was in Fonts Springs, California to take second in the 125 B Class at the Jackhammer Enduro.

### PINE RIDGE HARE SCRAMBLE

Wytheville, Va., was the scene of an action packed day for Pentons. The enthusiastic crowd roared as the Penton riders came through with 1st going to DAVID DOSS, 2nd to JERRY TICKLE and 3rd to BILL STEVENS, all on 100cc Pentons. In the 175cc Class, Penton pulled it through again with 1st going to MIKE SMITH and 2nd to HAL TATE.

DAVE RALMER riding for the M-X, Inc. team took the new Penton 250cc to its first win the first time out at the West Palm Beach Pro Moto-Cross in Florida.

GARY CROWE one of Georgia's best moto-crossers is now campaigning on a new 250cc Penton. As he did in the 175cc Class, Gary again is out shining them all.

## PENTON RIDERS SWEEP FRANKLIN 75

Franklin, Ga.; the South's hottest rider, Alton Meadows took his 175 to the overall victory making Penton the overall winner the last 2 years. Jack Penton won it last year on a 175 also. In fact Penton riders won almost every class except the 100 and Open.

Here are the Penton winners:

Overall: ALTON MEADOWS; 100cc: 2nd, BOBBY HASS; 4th, CHRIS KOZHASS; 125cc: 1st, TED HARGETT; 175cc: 1st, TOM SHAW; 3rd, MICKEY HOOD; 4th, PHIL CRIDER; 5th, STAN BARKER; 6th, STEVE HOWELL; 250cc: 1st, DON ROSENE; 2nd, ROBERT DOWNS.

RON HENDRICKSON powered his 125cc Penton to the Sportsman 125cc win at the Prestigious Score Cross Country race.

### DIXIE CYCLE PARK

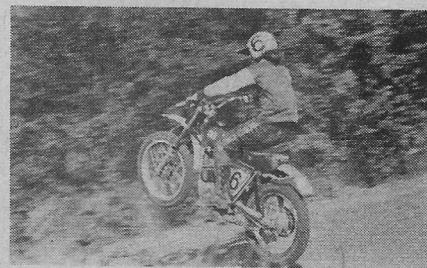
In Maysville, Georgia at Dixie Cycle Park, TED HARGETT and BOBBY HASS left everyone in the dust. Ted took first only by a small margin with Bobby hot on his trail on their 100cc Pentons. Keep up the good work boys!

### LISBON M-X

Lisbon, Ohio was the setting for the Lisbon Moto-Cross races, and they were all a race to the end. In the 100cc Hare Scrambles, Pentons had control with DICK ESSENA winning 1st and JOHN HOCHMANN with 2nd. In the 125cc Class TOM SECRET got the only win coming in first.

In the moto-cross action, Pentons cleaned house in the 100cc Class. 1st NICK LEROPOLIS, 2nd BOB MARTIN, 3rd RICHARD GREENE, 4th MARK ZIPAY, and 5th BILL NEVILLE. The 175cc Pentons didn't do badly either. ERNIE PELLIN came in with a big 1st and MIKE WOLSKI was 2nd. ROBERT MUNGER also finished 4th in this event.

## RICKY SCHARPHORN, SUPER ABILITY



Sixteen-year-old RICKY SCHARPHORN, of Grand Haven, Michigan, is a rider's rider. Moto-Cross, Hare Scrambles, Enduros, you name it and he excels in all of it.

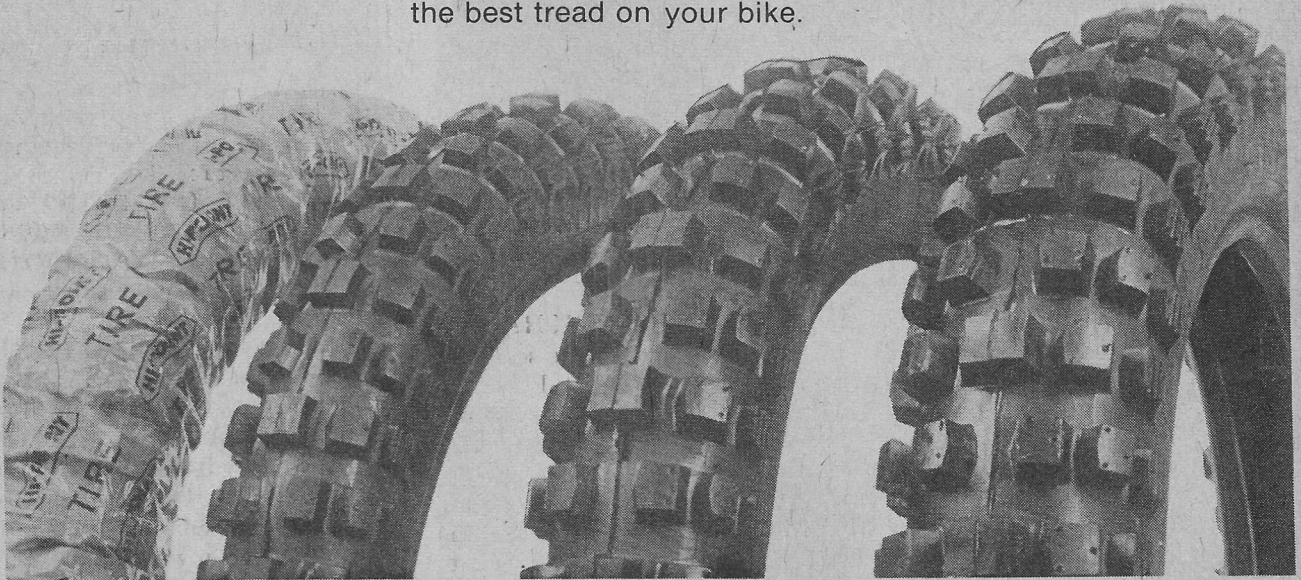
This year he has won over 40 heats in Moto-Cross on his 125cc Penton.

He turns around and goes to Jackpine Enduro and proceeds to win the Lt. Wt. B Class.

Last week he shows up at the Rockford, Michigan Hare Scrambles, enters the 250cc Class on his 175 Jackpiner and proceeds to win first. Ricky comes from a long line of Scharphorn's in Michigan who have terrorized Michigan Enduros for many years. Ricky rides out of Lake Cycle.

## 4 REASONS TO REPLACE WITH HI-POINT TIRES . . .

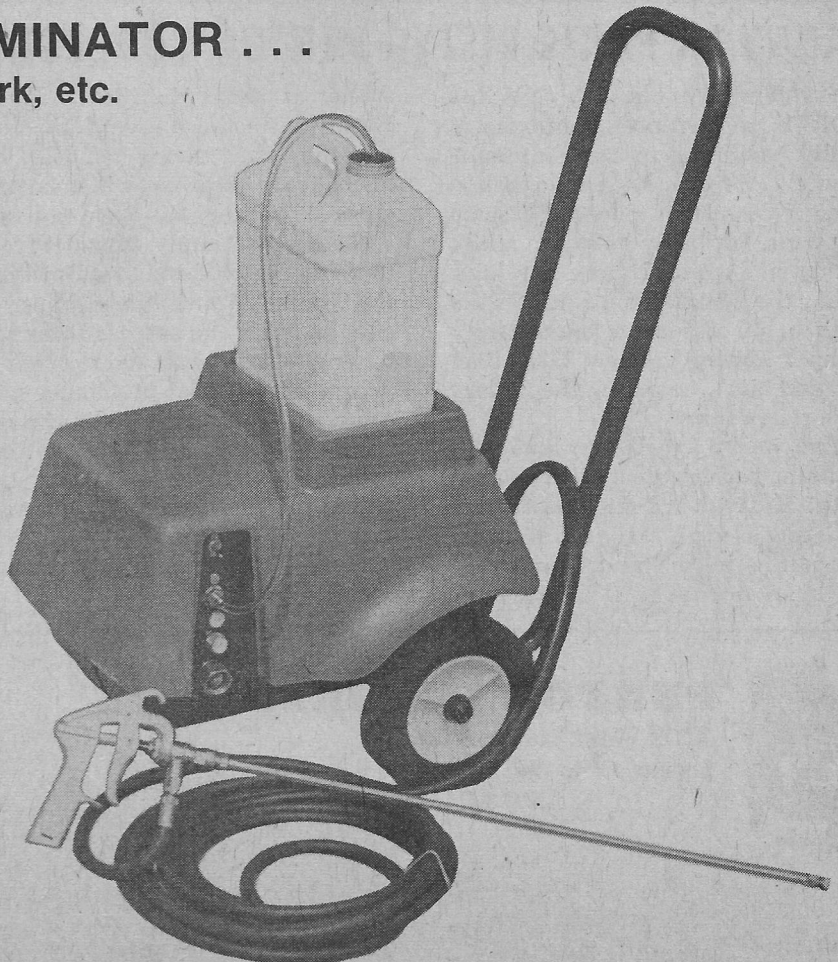
- 1. LIGHT WEIGHT** Up to 2 lbs. lighter than other similar knobby tires . . .  
Lightens up the unsprung weight.
- 2. LONG WEARING** A synthetic rubber that will not chunk off . . . pliable  
yet long wearing.
- 3. TREAD DESIGN** Large lugs in a pattern designed for performance . . .  
fast cleaning with deep sidewalls.
- 4. PRICE** Much less than most tires and allows you to keep  
the best tread on your bike.

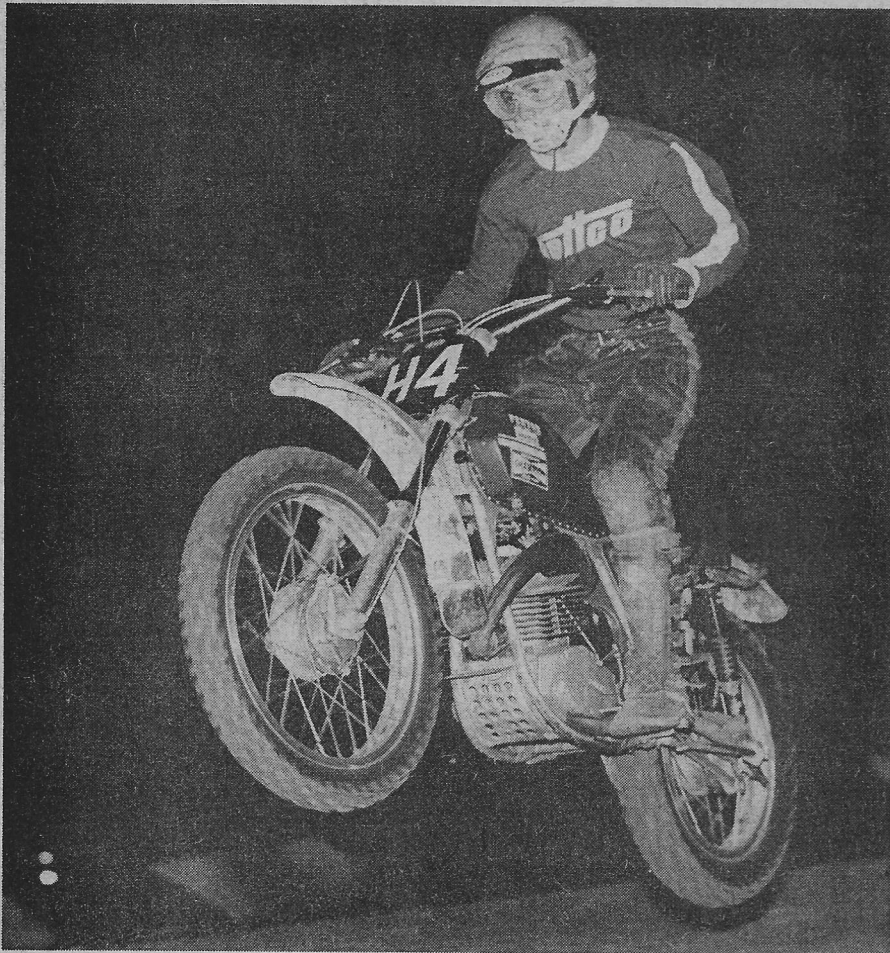


## THE HI-POINT ELIMINATOR . . . for home, shop, farm, work, etc.

### SPECIFICATIONS

- \* Output: 2 gpm @ 500 psi
- \* Power: 115 V, 60 Hz, 10 amps
- \* Motor: 1/2 hp, capacitor start induction motor
- \* V Belt
- \* New mechanical rinse-mix selector
- \* Needle valve for accurate metering of solution strength
- \* Heavy steel gauge base and frame
- \* Lightweight, chemical resistant ABS hood
- \* Shut-off control on gun handle
- \* By-pass control protects system
- \* Built-in, 2-gallon chemical jug
- \* 25 foot high pressure hose  
Fitted with 25° nozzle
- \* Greasing required only every 200 operating hours, or 90 days
- \* Dimensions: 15 1/2" x 15" x 21"
- \* Weight: 65 lbs.
- \* This cart mounted unit comes completely assembled, ready to use!





## DANNY LA PORTE, RISING PENTON SUPERSTAR

Sixteen-year old DANNY LA PORTE of Torrance, California is really beginning to come into star status. Danny for several years has been a consistent rider with some big wins, but lately he's been really riding like a pro. Danny has been riding the 125cc Penton quite a while with a lot of success but recently jumped aboard the new 250cc Penton and has been giving the factory bike riders fits.

Two weeks ago Danny put in a brilliant performance at Hopetown with a 2nd in the 125cc Class. Danny started riding at age 10 and specializes in M-X and Grand Prix with an occasional Enduro. A

Junior at South High in Torrance, Danny is in the finest of physical condition that racing requires. He also likes to skin dive, water ski and snow ski between his cycle exploits.

Next year Danny plans to continue racing M-X and to start riding the Trans-AM and Inter-AM series circuits. With the success Danny is having to date he should turn out to be one of the most promising new comers to the International circuit.

Danny rides out of Mettco and owner Fred Hayes says Danny is one of the finest riders he has and his physical conditioning makes him one of the rare and most promising new stars.

## JIM JENKINS, HE NOT ONLY FLIES IN THE AIR . . . . .



TWA pilot JIM JENKINS of Foster City flies, literally in the air and on the ground. His mount in the air is a large TWA plane; on the ground, a 125cc Penton.

Last year he was the District 36 Enduro Champion. This year he is #5 in the list. He credits that to missing four enduros due to a broken leg. But since he's been back riding again he's got the boys on the run. 1st overall at the Jackhammer Enduro. 1st 125A 3rd overall at the Redwood, "Rattlesnake" National Enduro. 1st 125A 4th overall CERA Enduro and 1st 125A 4th overall Big Boot Enduro.

Jim is 29 and has been riding enduros for three years. He also competed in Hare Scrambles, Grand Prix and Trials. Jim has ridden Husky, Kawasakis, Hondas and Bultacos and one of the big wins of his life was 1st place in the open class at the 72 Elsinore Grand Prix.

Next year Jim is aiming at riding all the National Enduros. He has unlimited free air travel getting there, but hasn't found a machine that will go in his suitcase yet! He also plans on qualifying for the ISDT.

Jim rides out of Pacific Performance in San Rafael, California.



## PENTON IMPORTS

3709 West Erie Avenue  
Lorain, Ohio 44053

BULK RATE  
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