

FOR OUR PENTON DEALERS



Keep'em Winning

YOUR LINE TO THE INSIDE TRACK

PENTON IMPORTS



NO. 13 APRIL 1, 1972

1354 COLORADO AVENUE • LORAIN, OHIO 44052

NEW BIKES BEGINNING TO ARRIVE! RIDING ACTIVITY STARTS ANEW IN EAST. PENTON WEST SCORES IMPRESSIVE MINT 400 VICTORY

The '72 season started off March 5th with the sort of unofficial start to the racing scene with Daytona Speedweek. Two National Enduros and the Alligator Enduro for the mud runners. A professional moto-cross at the Speedway and all the other road races and short track activity got race aspects going strong.

At the two nationals, Pentons did very well, winning most of their classes. The few 175cc Jackpiners we had running won their classes in all they entered. A great start for a first time ride on the new Jackpiners.

Jack Penton and Bob Grodzinski tried the 175cc Jackpiners in the pro moto-cross at Daytona. In the heat races both transferred with good showings of about 8th and 9th, respectively. In the final, both ran into trouble when somebody rammed Bob's machine; Jack was stopped when a fellow fell in front of him on one of the numerous jumps.

MARCH 19, 1972 - LAS VEGAS, NEVADA

The team of Bobby Davidson and Danny Davis teamed up on a stock 125cc Penton from Penton West and proceeded to sweep the 125cc class and finish 10th overall for a great victory for the two boys, relatively unknown outside their Arizona base. The Davis boy's father now handles the Penton line, Davis Bros. Cycle Shop out of Bermuda, Arizona. Congratulations to these boys and continued success in their racing

endeavors. Several other Pentons placed high in the 125cc class, but at this date we do not have the official results.

STONE MOUNTAIN RESULTS, March 5

- "A" 0-100 - 2nd, Dan Carmichael
3rd, Richard Sanders
- "A" 101-125 - 1st, Phil Ginder
2nd, Lenny Keen
- "A" 126-200 - 1st, Richard Burleson
- "B" 101-125 - 1st, Dan Young
2nd, Bill Buchingham
- Senior Class - 1st, John Penton

YELLOW JACKET NATIONAL, March 7

- "A" 0-100 - 2nd, Bobby Poole
- 101-125 - 1st, Doug Wilford
2nd, John Blandin
4th, Lenny Keen
- "A" 126-200 - 1st, Buck Walsworth
2nd, Ray Kussmal
- "B" 101-125 - 1st, Jim Morgan
- 126-200 - 1st, Bill Uhl
- Class Champions - 0-100 Ken Keen
101-125 Jack Penton
126-200 Dick Burleson
Senior Class, John Penton

ERIC TRUNKENPOLZ, PRESIDENT OF KTM, ATTENDS DAYTONA SPEEDWEEK

Mr. Eric Trunkenpolz and his wife flew over from the KTM factory in Austria to attend Daytona Speedweek and visit our operations in the West and East. Mr. Trunkenpolz is president of KTM and is in charge of production and manufacturing of the Penton sportcycles at the Austrian factory. While in the States he attended the Alligator Enduro and Daytona Moto-Cross; from there he flew to Penton West and attended the Victors Hare and Hound. Before returning to Austria, they stopped at the Lorain, Ohio operations.

The "T" in KTM is Mr. Trunkenpolz. Those who are going on the ISDT tour to Czechoslovakia will have an opportunity to meet Mr. Trunkenpolz and his beautiful wife.



PARTS PICKIN' WITH TOWNE AND THE GANG

Dear Mr. Dealer:

When placing an order over the telephone, please let us know whether or not you want us to put that order on Back Order if your order cannot be filled completely at that time. I have asked you dealers to remember to specify that. It would be of great help to us, and save you and me a lot of trouble.

Now about warranty. When you send in a part to be warranted, you must fill out the proper form as completely as possible. Send the form along with the parts. Without form — no warranty.

Another problem is the warranty on watches. WE DO NOT warrant watches. There are too many things your customer can do to a watch (improper mounting, dropping, etc.). So if you have one of our watches that won't run, please take it to your local jeweler.

For the dealer who has received our latest bike: You may have noticed that the bike has new fork crowns, but no fork braces. The factory has tested the bike and found that with the new fork crowns it no longer needs fork braces.

We have just received another Hi Point product. Our new Chest Protector should be worn by all Moto-Cross riders, especially when riding in rocky terrain. To order your new Chest Protector please use #401.

1972 TRIALS SERIES FOR '73 U.S. ISDT TEAMS

The eight trials scheduled here are for helping to choose the teams for the '73 ISDT slated for Fort Hood, Texas. Most of these trials are either 2 or 3 day events. Riders interested in these trials should contact the promoting clubs or the AMA, who is sanctioning the series.

1. April 14, 15 and 16, Busted Piston, Potosi, Mo.
2. April 21, 22 and 23, Lonesome Pine, Bristol, Va.
3. May 19, 20 and 21, Graylock Riders, Pittsfield, Mass.
4. June 3 and 4, Trask Mountain, McMinnville, Ore.
5. June 10 and 11, Pacific Northwest, Weston, Ore.
6. June 16, 17 and 18, District 26 and 37, Las Vegas, Nev.
7. July 3, 4 and 5, Southern Ohio Trials, Albany, Ohio
8. August 4, 5 and 6, Fort Hood, Texas

SERVICE DEPARTMENT NOTES

Every once in a while we run into a problem that we think is a one-off or seldom happens.

This time it's the layshaft, wheel and bushing. Dirt gets in the bushing and starts to grind away at the layshaft and the bushing, usually ruining both.

The next thing we think you should check for sure, is the oil in a new bike. These bikes get shipped and moved around sometimes causing the oil to run out the clutch cable opening. If it's low and you don't know how much to add, drain it and put in 600cc of oil. You may save the customer a lot of trouble (and yourself and us).

CMF MOTO-PLAT WIRING

There may be some confusion on wiring the enduro kit to the new Moto-Plat version engines. The factory has installed a blue wire to the terminal block which is intended to be used

FROM THE PROBLEM SHOP

Ted Penton



From the looks of this pile of engine repair stands that we have completed there are sure to be a lot of happy dealers this summer. I have over 40 of these in stock at present. They are \$17.00 each.

We are still not happy with the spoke wrenches. We broke some of our samples, so we are re-grinding our cutters to put a larger radius in the corner and also lowering the Rockwell hardness test.

Our starting gate project has taken hold like fire in dry grass and high wind. We have two men building gates full time and it doesn't look like we will ever catch up. It seems that we have developed the best gate in the country and still can sell it for a competitive price. It is ultimately simple in design, maintenance free, extremely rugged, very easy to install, a positive start and a one man operation.

I have received a few requests for a rider's wrench to enable a rider to tighten his chain with one tool. This is not easy to make, unless I can make at least 2000. They would have to sell to the dealer for at least \$2.50 each. I would appreciate any suggestions that you dealers might have to offer on this.

when installing a kill switch. DO NOT connect the blue headlight wire to this terminal. The yellow wire is still the one to hook to.

Dealers when setting up these new Pentons, you must take notice of the plastic covers on the Moto-Plat coil connections. These are probably not as far forward as they could be. On the brass connector you will notice a little tit on the front end. This tit must be cut off (with side cuts) to allow the brass to slide forward far enough to allow you to slide the plastic over the shoulder of the coil. These connections must be clean and kept clean at all times.

NEW ALUMINUM SKID PLATES FOR CMF

Penton West has designed a new aluminum skid plate to fit all the new CMF's. They bolt on and offer excellent protection and look sharp. Order #703.

NEW LITERATURE DUE SOON

New literature on the 175cc should be available the end of April. This will include a new brochure, parts catalog and price lists.

The new accessory catalog is at the printers now and should be available the third week in April.

A 23" x 35" full color poster of the Pentons in moto-cross action is also at the printers.

JOHN'S COLUMN



The 175cc is finally in production. We have had a few in this country but these are ones that the dealers or riders have paid premium prices to have flown in. They are just now starting to load a container with a few.

It will still be our policy to see that every dealer gets one before we let any dealers have more than one of the surface shipped units.

The 175 seems to get along with the program in very good order. At least we can say that it has won the old man's class in every national enduro this year and on the serious side it is in there knocking on the door for the high points with Dick Burleson, Buck Walsworth and Ray Kussmaul.

Today, our 125 is nothing to be sneezed at. The newest engine being installed now is mighty strong and fast. We are now installing the stronger fork bridges on the 125 and will also be putting the splash guard on as standard equipment.

We are doing our best to kick up production of bikes but it is quite a project. The increase in demand is something which we never anticipated and it sure is presenting shortage problems.

Probably one of the more interesting aspects of our sport is the tremendous increase in the number of amateur events this year.

The AMA now has national trials and enduros stacked on top of each other. Of course, this is only natural, I guess, with the large increase in riders and interest in this area.

One thing that it does is to make it awfully difficult for our riders to catch every event. This would mean every Sunday a ride and sometimes twice on Sunday. I don't think that it is fair to our good riders to expect them to have a full diet of motorcycles during their young life. However, we are going to make a true bid for the Trophy Team again this year, so it can be expected that we will have good representation in most of the trials. It has been decided that the most efficient way to get these boys around to the events is to use our Penton cycle-liner, so you will see it at all of the trials events this year.

I'm sure I'm safe in saying that the motorcycle trials and endurance business is going to be great this year and everyone here at Penton Imports will be jumping in with both feet.

"WE IN THE WEST"

I just returned from the "Mint 400" in Las Vegas, and I am trying to recollect what happened. So much behind the scenes drama that there is just not enough room in this paper to put it all together.

Our congratulations and appreciation to two 16 year old youngsters, Bobby Davidson and Danny Davis for an outstanding 125 victory and a 10th place overall finish. The most gratifying thing about this win is that it was a privateers effort. When I say "privateer", I mean not factory works machinery, no one-off specials and no competition with Penton West. I honestly believe that the paying rider is getting smarter. You

can no longer put big names on one-off specials and expect him to really believe that is what his dealer has on his show room floor. Therefore, Bobby's and Dave's win means an awful lot to us.

Sterling and Gene Davis of Davis Bros. Cycle Shop in Bermuda City, Arizona are the ones responsible for setting up Bobby's and Danny's Penton, and a hell of a good job they did too. On the fifth lap, Danny Davis had to stop and clean his air cleaner element, therefore giving up his lead to the Harley team. Things didn't look too good going into the sixth lap when Bobby Davidson took over. Behind 4½ minutes, Bobby was able to catch the Harley before the 1st check and went on to widen the gap by 4:39 at the finish giving them a 9 second margin victory. I had my watch on both of them on the last lap, and needless to say, I was looking for something to satisfy my ulcer.

Tom Scales and Casey Folks, owners of Sportsman Cycle in Las Vegas, were leading halfway through the fifth lap on their Penton 125 when they went out with swing arm problems. How they ever managed to find the time to prepare their motorcycle is beyond me. It appeared that their store was the gathering point for every Husky and Penton rider entered in the Mint. If you are ever in Las Vegas, be sure to stop in and see these two great guys, Casey and Tom.

Bill Hartman and Tim Gaskell from Boise, Idaho were there with a beautifully prepared 125 Penton. Unfortunately, Bill fell about 15 miles out on the 1st loop and broke his collar bone. It just didn't seem fair to go to all that work and travel so far to have that happen. Tom got to the motorcycle and continued on, and I believe, with a borrowed rider managed to finish.

As I said earlier, a lot of things happened behind the scenes and you sure in hell wouldn't read about it in the Cycle weeklys. The guy who wrote it for Cycle News West had his head in the centerfold of that issue — my first impression was that Harley had won.

SERVICE TIP: Fuel Tank Splitting

If you are having problems of fuel tanks splitting on the CMF model, they are more than likely wedged on too tight up front. Cut the front rubber pads down a little more so that the tank goes on with very little downward pressure. This service tip is the courtesy of Gene's Automotive, Loomis, California.

Mr. Trunkenpolz and his wife visited our operations while in the States and also spectated at the Victors Hare and Hound March 12th. While at the race, Mr. Trunkenpolz watched new rising desert star Jeff Heiniger take his 125cc Penton CMF to 1st 125 and 21st overall.

Fred Moxley

HI-POINT OIL RACKS MOVING GOOD

The new Hi-Point oil racks are moving real good. You dealers in the West and Central should now be able to order yours from your distributor. Our Hi-Point is moving exceptionally well now and has proven itself again as the Husky team at the Florida Winter Series used it exclusively with fantastic results.

PENTON CENTRAL "OUT WHERE THE BEST BEGINS"

PENTON CENTRAL

"Out Where the Best Begins"

Just returned from a fast trip to Nevada and the Mint 400. The two machines we took were still running strong at the finish. Seems as though Randy and Mike began having problems keeping the bike on its wheels after a couple of hundred miles. We were at the Greenhorn Enduro nine months ago and saw very few Pentons, and most of them were from Ohio and Texas. This trip out West, we saw at least ten Pentons in the 125 class and the winner of the 125 class was a Penton, which was also 10th overall. Seems like Penton West is really getting things going out there.

We understand from our Arlington, Texas dealer that Texas will be well represented at the Berkshire with a team of Penton riders - nice work, Don and Ken.

The grapevine has it that our Cloud Croft, New Mexico dealer was elected mayor. Only a couple of years ago this guy had a hard time getting the city dads to issue him a license to open up a bike and snowmobile rental place there. Now he is mayor!! What personality won't do. Congratulations, Jim and Carol.

Our parts department is growing so fast that we had to have more help. When calling in parts orders, please give us the correct parts numbers. This will cut down on your phone bill and help us get your parts out faster. If you phone in a parts order, ask for "Eddie".

Still not a definite date on the service school. We will notify you in the next few days, though. Still tentative for the last week in April.

Our parts shipper, Mike Terry, has ridden his 152 Penton in three "250" moto-cross events and won nine first motos. Wait till we can get some of these boys on some 175's.

J.R., Jackie, Randy, Mike and Eddie

*This country is composed of two kinds of people. One group believes that the government can support all the citizens. The other group wonders whether all the citizens can support the government.

- James A. Farley

OBSERVATIONS

The Alligator Enduro was run completely off the highways. No hardtop roads were encountered in the whole 70 miles. My understanding was the highway patrol and state would not allow a timed run on highways. Makes you wonder about the sports car rallies that are of the timed variety.

The new Yankee was observed at Stone Mountain and Yellow Jacket. Don Cutler was riding this new machine and from all indications they had better search for a new Jack McLane. The sheer size spooks you. Sometimes makes you wonder what people think when they build something.

The Husky enduro jaggernaut from the Pittsburgh area of Pennsylvania is again dominating the national scene. William Kain, Jake Fisher, Bob Fusan and Ron Bohn are out and running extremely strong again this year. Looks like no run-aways for the national title this year.

Richard Burleson on the new 175cc Jackpiner is scorching the national enduro circuit. At the last three nationals he won his class or better. Look for Richard to give the big four some hot competition.

The Mettco outfit from California has been scorching the 125cc Moto-Cross class out there. Looks like everybody is trying to take dead-aim on these boys with only occasional luck. Chuck Bower and Bruce McDougal lead that charge.

Jeff Heiniger is starting to show the lightweight desert bikes the sting of the new CMF 125cc. Jeff has scored several impressive victories on his 125cc. We are sure to hear more from Jeff in the near future. Your old observer would someday like to get to see one of these desert bashes and see what it is all about. Hard observing something you never observed.

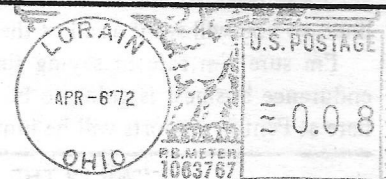
You west coast dealers and riders may get a chance to compete against our 6-day team in the upcoming Western Trials. We are working up schedules now to try to get out there and see as many of you dealers and riders as possible in June for Trask, Weston and Las Vegas. We'll keep you up to date on this so you can plan your schedule to get to meet these fine boys and pick up some 6-day bull.

*People like hard work ... especially when they're paying for it.



PENTON IMPORTS

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