



Keep'em Winning

YOUR LINE TO THE INSIDE TRACK

PENTON IMPORTS



NO. 16 JULY 1, 1972

1354 COLORADO AVENUE • LORAIN, OHIO 44052

3 ISDT QUALIFIERS END SERIES

The cycleliner is once again resting after a quick round trip out west - 7,000 miles in three weeks.

Our journey was in support of our western riders in the two ISDT qualifying events. As it turned out the west was really only represented at Trask Mtn. where they did very well.

It is a shame that they had to rush off to ride the Baja instead of riding the Bad Rock event, which was much more of a contest. It rained all day Saturday and the special tests were accurate.

I guess you would say we (Penton) picked up all the marbles at these two events. That is, all but one. Ossa beat us out of the Trade Team trophy. We placed 1st and 2nd overall in both events, beating out the west's best. Dick Burleson was 1st overall at Trask Mtn., followed by Carl Cranke of the west, both on 125 Pentons. At the Bad Rock event, Doug Wilford was 1st overall with Bill Uhl, our western transplant to the east, 2nd overall, both again on 125's. We also won the Trade Team trophy at Bad Rock with the team of Bill Uhl, Bob Grodzinski and Doug Wilford, all on 125's. The week before, Bob won the 175cc class at Trask on a new 175cc machine.

We received a lot of fine support from the people in the west, mostly Bill's friends from Boise, Idaho.

TRASK MTN. PENTON RESULTS

Overall winner: Dick Burleson, Penton

Gold Medal winners: Carl Cranke, Gene Cannady, Tom Penton,

Doug Wilford, Paul Werlink, Bob Grodzinski

Bronze Medals: Jack Schultz, Dennis Fechner

BAD ROCK PENTON RESULTS

1st overall: Doug Wilford, Gold

2nd overall: Bill Uhl, Gold

5th overall: Bob Grodzinski, Gold

31st overall: Paul Werlink, Silver

SIX-DAYS TOUR DEADLINE EXTENDED

You now have three more weeks to get your reservations in for the Six-Day tour to Austria and Czechslovakia. We still have openings and are holding reservations open. If you are not sure one way or the other, at least get your passport now and then decide at the last minute, if openings are still available. You will not get another chance for anything like this for at least three more years. If you need more info or never received a tour brochure and application, call us immediately so we can air mail you the itinerary.

CENTRAL OHIO ISDT QUALIFIER TRIALS WINDS UP YEAR'S QUALIFIERS

The last ISDT qualifier of the year ended July 3 with the completion of two days and over 400 miles of slick southern Ohio mud. Over 135 riders started and only 35 finished; 8 golds, 10 silvers and the remainder in bronze. The course was 206 miles each day, run the opposite direction on Monday. Rain Sunday night made the relatively easy run Sunday into a real test Monday and a hill about 30 miles from the finish proved a disaster for many riders. The trials was the first held by the Central Ohio Competition Riders Association and though some problems arose, all went relatively smooth. Top rider was Carl Berggren on a 250 Husky with the Pentons of Bill Uhl and Jack Penton coming through for gold medals.

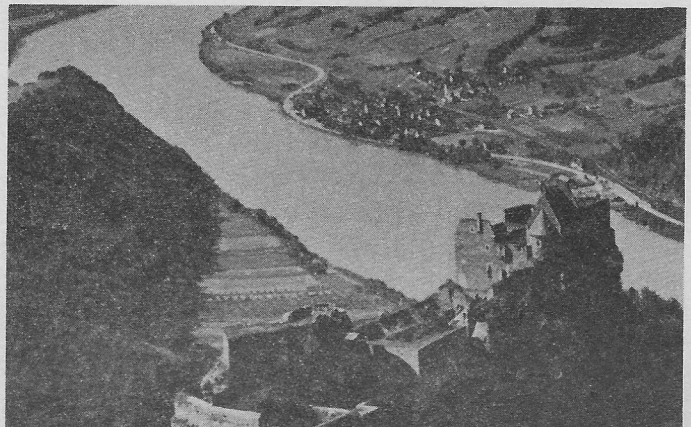
PENTON GOLDS PENTON SILVERS

Jack Penton
Bill Uhl

Tom Penton Doug Wilford Jim Hollander
Herb Marcus Gordon Razez

U.S. TROPHY TEAM WILL AGAIN CAMPAIGN PENTONS IN CZECHOSLOVAKIA SIX-DAYS

After their surprise 4th place win at the Isle of Man last year, the Penton sportcycles will again represent the U.S. as its trophy team. Selected for the team are again the country's top trials talents who have proven themselves beyond a doubt to be the most competitive team the U.S. can possibly put together. The six man team will include: Tom Penton, Jack Penton, Dick Burleson, Jeff Penton, Dane Leimbach and Bill Uhl. Due to the terrain, Czechoslovakia should prove to be much more demanding than last year's run at the Isle of Man.



OBSERVATIONS

McGovern & Schultz, one of our fine Michigan dealers, has discovered a new use for the 175cc Jackpiner. Would you believe short track? They have taken the 175cc stock and literally sucked up 250 Buls., Ossas and what not, at all of their local short tracks.

Danny Davis and Bobby Davidson, who won the Mint 400, 125cc class, got a factory ride on a Carabella at the Baja 500. They never made it off the pavement. Hope they are back on a Penton 125 for the 1000 miler.

The national enduros in the East are over for the summer and Bill Kain of Pittsburgh has completely shattered all the opposition with a total of seven overalls. Bill, riding a 250 Husky, has let no one get very close to him, either. At the super tough Porcupine enduro in Michigan, Bill dropped 51 points; the next closest fellow dropped 81 and from then on all the scores went into the hundreds. Bill is assured of the championship this year.

Look for Penton 125cc rider Ray Kussmaul to be high in National points too. Ray has been in the top five of most of the Nationals he has ridden this year. Ray captured 2nd at Little Burr, 3rd at Porcupine and, of course, 1st at Burr Oak.

At Trask Mtn. the Penton West team almost socked it to the Penton East team. Carl Cranke, Gene Cannady and Jeff Heininger were all stacking up the points until Jeff's flywheel let go and he had to retire. Carl and Gene went on to score in the top five with Carl 2nd overall. A particularly good run for Carl since as far as I know, it was his first trials.

The summer Inter-Am is underway and just this morning got word that Gary Jones won the event on a Yamaha. In the last year American riders have improved 100% in the moto-cross field. Look for riders like Jones, Lackey and Hart to give the Europeans a rough time this year as they should be getting the factory support needed to compete with the foreign riders.

Jack Penton has been campaigning the 175cc Jackpiner in local moto-crosses with great success. At Lexington he rode both the 175cc and 125cc class each 25 minutes consecutively and in the last 250cc heat stoked it to such hot shots as Jack Borg and Doug Sanger. According to Jack, when you get it in 4th, just hang on and fly.

NEW PRODUCTS

175cc JACKPNER SPROCKETS

New alloy sprockets for the 175cc are now in stock.

52 Tooth - No. 422

55 Tooth - No. 423

60 Tooth - No. 424

NYLON CABLES FOR 100-125 CMF

New Nylon coated cables for the standard 100-125 CMF Pentons.

Throttle Cable - No. 712 Clutch Cable - No. 713

We now have all sizes of Hi-Point boots in stock, both trials and moto-cross. We also have most sizes of Hi-Point Barber suits in stock.

FROM THE PROBLEM SHOP

Ted Penton



The pressure has risen some from last month, but from the drawing board, thru our shop, to the shelves of the Parts Dept. a flywheel holding tool has been born. I guess we walk thru woods so long we forget the trees that surround us. Anyway, we have a simple holder made from Chrome Moly steel and heat treated. It sells to you for \$4.20. As this letter goes to press the holders will come from the Heat Treaters ready for shipment.

We have added to our transport fleet one of the most beautiful Diesel Tractors ever to back under a semi. It is a Kenworth with 318 snarling horses under the cab. Dale Wright, our very conscientious and devoted driver lords over this Gem of the highways like a mother hen over one chick.

Jack Penton is going a very good job with our other tractor. For a man as small as he is to make a machine as big as that, do what he directs, is quite an achievement.

We have lowered the Rockwell test on our spoke wrenches from 52 on the C scale to 46, as we got some back that has failed. If anyone has broken them please send them in and they will be replaced.

Now, Back To The Drawing Board

U.S. Six Days To Be Contested In Berkshires

Don Woods, director of competition for the American Motorcycle Association, has announced a change in site for the International Six Days Trial, scheduled to be conducted for the first time in the United States in Autumn, 1973. The event, regarded as the world olympics of motorcycling, had been scheduled to run on government property at Fort Hood, Texas.

Following a meeting with trials experts over the weekend of June 3, Woods announced, "A decision has been made to move the event away from Fort Hood, based on our desire to conduct a superior trial. It will be the first time for Europe's best trials riders to compete in the United States, and it is imperative that we offer them a contest with a degree of difficulty to which they are accustomed. Our layout crew has now finished its study of the available terrain at Fort Hood, and has concluded that it is not sufficiently difficult."

Woods personally directed layout operations, employing the services of several riders with ISDT experience in England and Europe.

JOHN'S COLUMN



This month there is so much to talk about that I hardly know where to start. It almost makes a fellow want to conduct another service school so I could talk all about our two new models, the 175cc and the 125cc Trials.

The 175cc is really holding its own and appears to be everything it was supposed to be and worth waiting for. We are starting to iron out the various little shortcomings which were centered mostly around the carburetor setting and jetting. Our next Keep'em Winning will carry a full one page service sheet on the 175cc carb.

The other interesting model we now have started to distribute is our 125cc Trials. Man, I tell you there is nothing like watching the dealers' wives come to our warehouse to pick up bikes. You should see them pop, pop, pop around the warehouse on one of these little Trials jobs. They even make Wally Wilford look over his glasses, and he is seventy or better.

These models were intended to be a little more versatile than the average trials model. We furnish as extra equipment the 27.5mm Bing carb for hopping it up to 19 h. p. for hare-scrambling and enduro. The geometry of this bike is the same as our original Penton and can also be used for enduro and ISDT type trials.

This gives the customer and rider a nice looking all around sports bike. We are really enthusiastic about this machine and see an awful lot of potential.

I am surprised that we haven't had more dealers and riders interested in going on our tour to the Six-Days. I'm really not disappointed though because that means less work for me. However, I feel as long as I'm going to the effort of having a good tour, I would like to have a full 150 people so that as many interested people as possible can enjoy and benefit from it. I might mention that if you have not sent in already, it is still not too late. We have not sold the rest of the seats yet and we are going to hold them open until the 1st of August. So get on the ball and go to the Six-Days with us.

We are really proud of our riders and their performances in the qualifying trials which have been run over the last six months. It appears that we should be in good shape for the Six-Days.

The final qualifier was run over the fourth of July in Ohio. To date we have no idea how it came out but I believe the boys did well and quite possibly we could have won it.

We have been successful with increasing our 175cc production some so you will start seeing more of them coming through to you. The Cycle News gave us a good report on them and I am sure the market will remain strong for a long time to come. I am safe in saying that it is the most professionally done engine for its application in the industry, and you will enjoy selling the bike for many moons to come!

Anyone who is still thinking about the ISDT tour should get on the ball. I am really surprised that we haven't got more people going. We have one hundred now and can accom-

modate 150. By the first of August the tour agent has to fill the rest of the seats with his people and then we are left in the dark.

It will be the last chance for at least four or five years that our dealers and associates will have to see the complete Penton and Puch operations along with Austria, Czech and the ISDT.

Give it a lot of thought; look up that tour brochure that you put in your hip pocket or threw on the desk with the rest of your junk mail. Look it over and then get on the ball and send in the thing right away.

WE IN THE WEST

Well, it has finally happened! It has been a long, long time since I have had a dealer or consumer call me and tell me what a great motorcycle we have, and now it has happened. In my end of the business, I usually get nothing but complaints! Richard Miller, owner of Richard Miller Motorcycles in Eureka, California called and had nothing but praise for the 175cc. He was so enthusiastic, he called twice. Not being accustomed to such things, I really didn't know what to think.

Then I received a call from J & J Motors in Portland, Oregon stating that Orval Olson, on a 175cc Penton won the Oregon State Enduro Championship, 1st overall and 1st 250.

The Virginia City Grand Prix in Nevada is an annual 160 mile event that goes back for many years and Bill Onga from Gene's Automotive in Loomis, California won the 250 class and was 3rd overall on a 175cc Penton. So, with results like that, I guess Richard Miller has reasons to feel that the 175cc is a great motorcycle.

Jimmy Kerns won the 8 races, Carabella Series at Carnigie Park in Livermore, California last month and the thought was running through my mind that if he did win, would he keep the thing, so I asked him and he said "that wouldn't be too smart, would it?" — end of conversation. (He had it sold before he won it.)

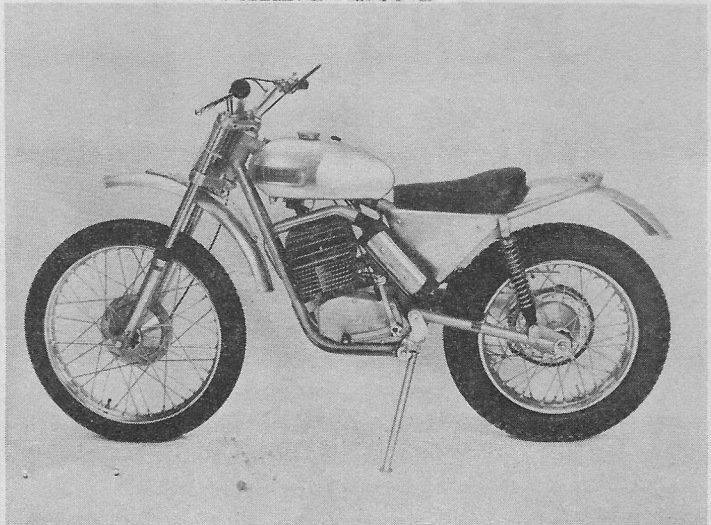
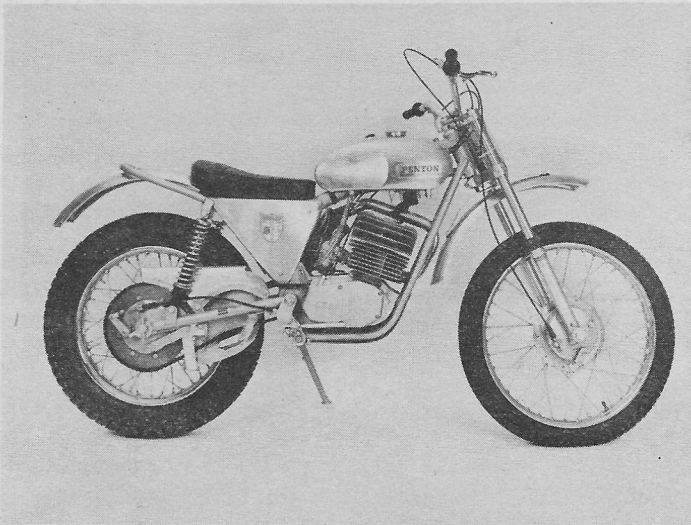
WHEN ASKED what his town was noted for, a native replied, "Why it's the center of everything. You can start here and go anywhere in the world."

HI-POINT INTRODUCES THE ULTIMATE IN FORK FLUIDS NEW HI-POINT SILICONE FORK FLUID

During the last six months we at Penton Research and Development experimented with silicone fluids for front forks. After our exhaustive tests we came out with a new Silicone Fork Fluid to compliment our standard Hi-Point Fork Oil.

Our Hi-Point Silicone Fork Fluid is for the rider who demands the ultimate in fork action. Hi-Point Silicone's great ability is to withstand temperature fluctuations without changing viscosity. In a hard moto-cross the fluid will not thin out in the high frictional temperatures but remains constant. Likewise in cold or freezing weather the viscosity will always remain even for excellent fork action. This fork fluid is the ultimate in specialization and as far as we know we're the only ones to offer this unique high quality product. Hi-Point Silicone Fork Fluid comes in the box of twelve 16 fluid ounce bottles.

PENTON 125 TRIALS



The brand new Penton Trials machine is now ready for release after testing and evaluation. The new Trials machine is designed for the growing observed trials scene and offers the trial rider a first class lightweight machine for the first time. The Penton Trials machine is designed and built in England where the sport of trials is the most competitive and keenest in the world.

The engine used is the super successful 125cc Sachs engine, the same as our Six-Day, only detuned with a smaller carburetor and exhaust system. In the trials machine we also include a 27mm Bing so the owner can bring the machine up to more power for hare scrambles and enduros if he pleases.

This new Trials machine is one of the finest finished machines we have seen in a long time and I am sure you will be impressed by its quality and features.

PENTON TRIALS SPECS

Engine: 125cc Sachs, 6-speed
 Carburetor: both a 22mm Amal and 27mm Bing
 Frame: Reynolds "531" tubing
 Suspension: Girling adjustable shocks, teledraulic forks
 Wheels: chrome plated steel rims, conical polished

hubs with "knock through spindles", tire security bolts on both wheels
 Exhaust System: upswept chrome exhaust pipe with silent matt black muffler
 Gas Tank: polished alloy, 1-1/2 gallon
 Air Cleaner: oil element mounted on alloy collection chamber
 Fenders: polished alloy
 Chain: Reynolds
 Chain Tensioner: spring loaded, the latest idea on competition machines
 Foot Pegs: folding type, spring loaded
 Tires: Dunlop trial universal, 275x21 & 400x18, 2 ply
 Wheelbase: 51-1/2"
 Saddle Height: 30"
 Ground Clearance: 12-1/2"
 Weight: 189 lbs.
 Special features: Spring loaded chain tensioner, chain oiler which fills from top frame tube, Timken tapered bearings in steering head, cable actuated rear brake, chain guard, nyloc nuts used throughout.



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