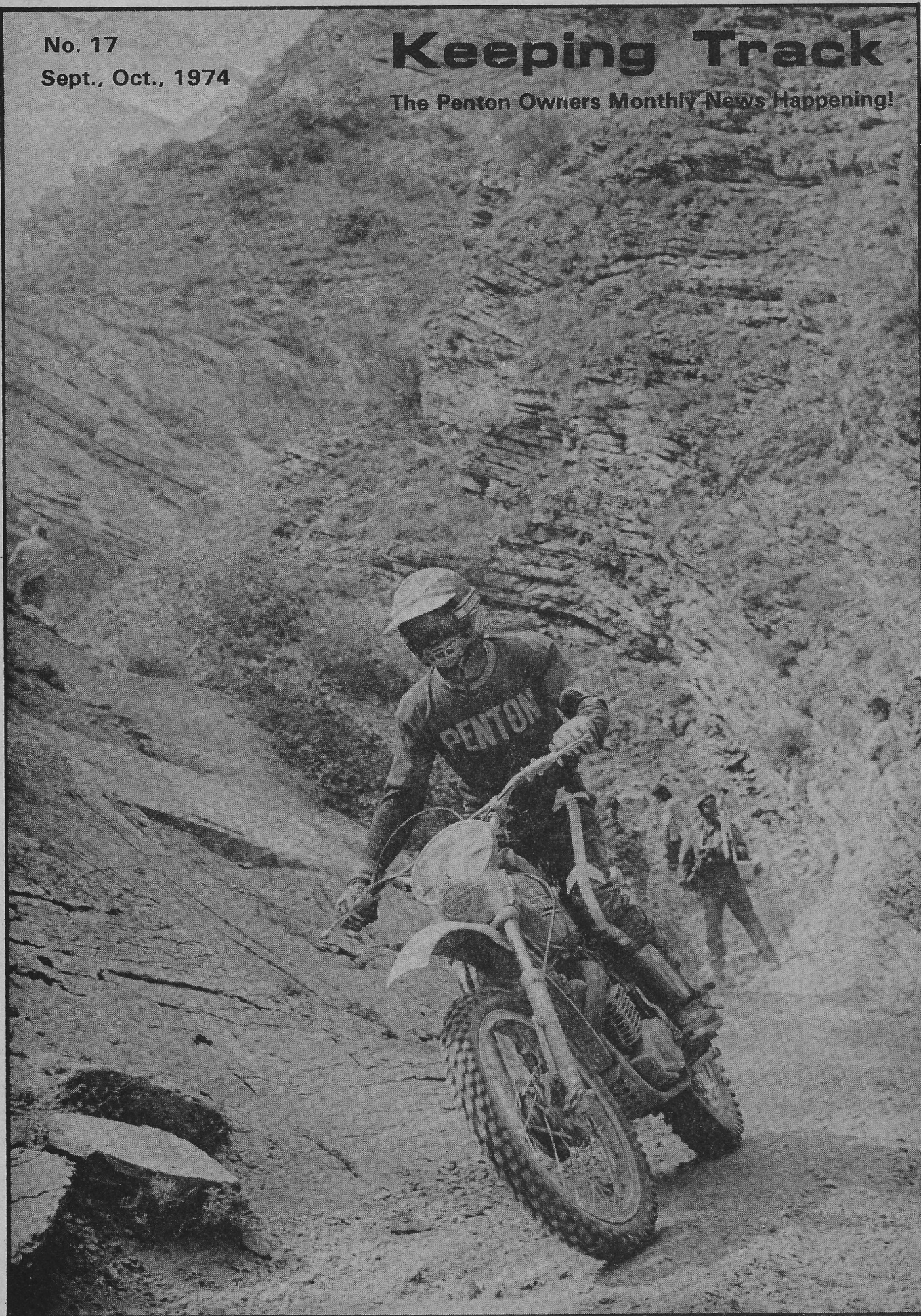


No. 17

Sept., Oct., 1974

Keeping Track

The Penton Owners Monthly News Happening!



Tom Penton on his way to a gold medal at the 49th ISDT, Camerino, Italy.

RESEARCH

PENTON



PENTON

**LET'S
DO IT
RIGHT**

DEVELOPMENT

DECK HEIGHT

All KTM motors have a deck height setting for each size motor.

The deck height is the space from the top of the L Ring to the top edge of the cylinder. The 175 is set at .028th.

The 250 motor was originally set at .040th of an inch. We then had a piston change. If you look at the top of a 250 piston you will notice a number stamped - 1247 - the deck height should be .040th of an inch. If the piston is stamped 1247a, the deck height is .047th of an inch.

The 400 motor is set at .053th of an inch.

When checking deck height you should always torque down the cylinder to its proper torque specification -

175 To - 18 FT. LB.

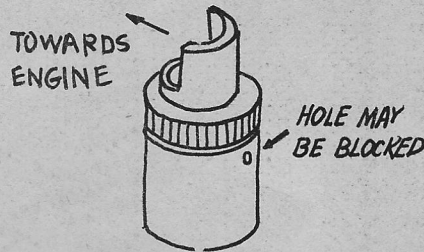
250 To - 22 FT. LB.

400 To - 22 FT. LB.

This compresses the base gaskets.

I have had you call R&D asking for the latest carb specs. Then the first thing that Mike or myself asks is — Is this carb stock jetted? Then,

what size idle main jet, please? Needle? And etc. Well, when we get done with our few questions we find out that this new atomizer that was installed, part #40404. It's plugged up with aluminum. This makes the bike blubber at low end. Usually the idle is screwed up, too.



Anyway this atomizer has a small hole in it, 1mm in size, when the atomizer is installed it gets plugged and blocks off an air passage to the needle jet. So, when installing part #40404, line the hole up with the passage, or make sure that the cut away part of the atomizer is to the front of the carb.

Then slide the needle jet in place and start to thread the main jet holder into the carb. This will start the atomizer in square.

To: All ISDT Enthusiasts

Austria — home of Penton/KTM is making a strong bid to host the 1975 ISDT. If they are successful, and those in the know say they can't miss, the "International Motorcycle Club of America" will be there to participate in the United States effort.

Members of the club will leave the U.S. approximately 10 days prior to the ISDT and will return approximately 4 days after the ISDT.

Along the way, Club members will dine on exquisite cuisine and sightsee in some of the most beautiful areas in the world. There will be side trips to cycle factories, and adjoining European countries.

There is much more to the Austrian ISDT trip, and you won't want to miss it. To make the trip, you must be a member of the "International Motorcycle Club of America" for at least 6 months prior to the departure date.

Fill out the attached form and send it to:

International Motorcycle Club
of America
c/o 3709 West Erie Avenue
Lorain, Ohio 44053

Enclose a check for \$4.00 and you will be registered as a Club member. Don't wait to send in your membership. These things have a way of being shoved aside and forgotten. If you are even remotely interested, join now. One membership covers all the dependents in your family.

Your membership fee will go toward Club mailings, and you will receive an official IMCA patch and card. Do it now.

APPLICATION FOR MEMBERSHIP

"INTERNATIONAL MOTORCYCLE CLUB OF AMERICA"

Send your application, with a check for \$4.00 to:

International Motorcycle Club of America
c/o 3709 West Erie Ave.
Lorain, Ohio 44053

Name _____ Address _____

City _____ State _____ Zip _____

Phone _____ Age _____

Your membership will expire on October 1, 1975.

49th ISDT Italian Style



1974 United States Trophy Team, (From Left to Right), Joe Barker, Carl Cranke, Jack Penton, Paul Danik, Dane Leimbach and Tom Penton.

49eme CONCOURS INTERNATIONAL DES SIX-JOURS

Camerino, Italy
September 9-14, 1974

You started getting a hint of how tough this Six-Days was going to be as you neared Camerino, located in the middle of Italy in the mountains. The hills began to close in around you and you finally emerged into a valley and there on a high hill was the ancient town of Camerino. From Camerino you could look out over the rugged Italian country side and you knew it wasn't going to be easy.

Right up until the U.S. riders left, nobody was really sure of who was going to contest the event as the entries had been cut back to 28. The Trophy and Vase Teams were all firmed up, however.

Even arriving 3 days early to get their machinery prepared and all

their little tricks installed, it took the Penton riders right up to Sunday check-in. Over 300 riders were entered and talk returned to the course and the competition. The Italians were being favored by most, the Czechs are always favorites and the West Germans' luck sooner or later must change, then there's Sweden who's always fast and East Germany and Britain who have had impressive 6-Day records. Then there's the U.S. — an unknown quantity to the Europeans.

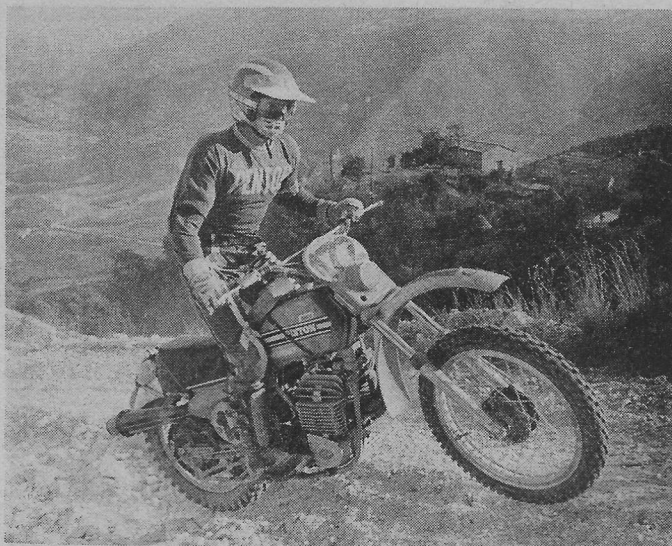
Day 1 proved a blow to the team as we lost 7 marks. The course was turning out as anticipated, hard rocks, tight schedules, and no margin for error, as it would result in marks lost or worse, injuries, which were already beginning to show. When you fall in Italy, you pray you can get back up.

Day 2 showed the team in 12th place and that doesn't exactly get your enthusiasm up. Day 2 was

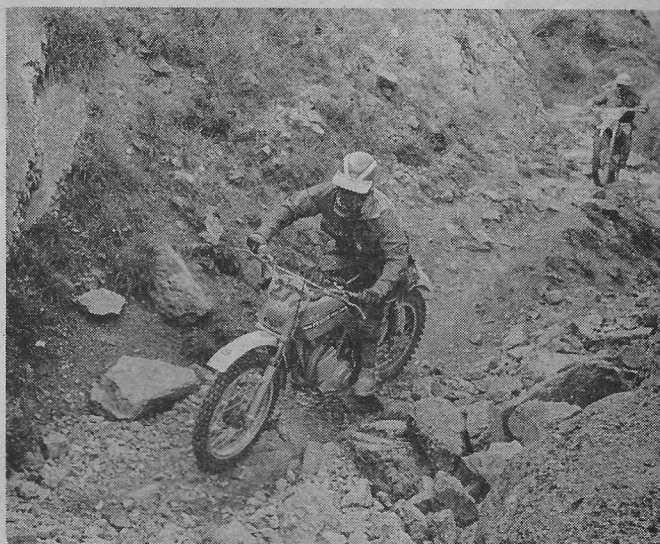
better for the team as nobody lost marks and other teams began dropping riders and bikes to the pounding terrain. Day 2 saw us move all the way up to 6th place. The West German Zundapp Trophy Team lost one of their stars, Rhinhard Christel, when he crashed on a road. That night the West Germans pulled their Trophy Team out of the race.

Day 3 was much like Day 2—tight schedules, more machine failures, and rider failures but the U.S. Trophy Team is still only showing the 7 marks lost and is still in 6th position. Our bonus points are average with nobody setting fast times of the day ... The strategy was to keep within your needed 30% without the possibility of crashing or injuring oneself. Jack and Carl are also losing valuable bonus points on the sound test forcing their temperatures up.

Day 4 caught most by complete surprise ... The small capacity



Tom Penton riding the trail overlooking the country side.



Carl Cranke on the rough terrain of the toughest Six-Days yet.



Paul Danik riding through a typical Italian village.



Joe Barker (92) with an Italian rider (96) and Czech rider (94), at the start of one of the days.

bikes didn't have a chance as the schedule became almost impossible to maintain and the points came tumbling down. Dane, Paul and Joe all lost marks. Carl, Tom and Jack just made some checks with mere seconds to spare. But we finished all 6 riders and that in itself was an accomplishment. Great Britain lost 3 riders, Poland 2, East Germany 2, Russia 1 and France and Canada only had 1 rider each going in the Trophy Team competition. Only 1 Team had 0 marks, the Czechs and we saw our position improve to 4th with a mark loss of 43. Broken bikes, broken riders and broken teams marked the single toughest day of the Trials.

Day 5, the same course only in the opposite direction and more points are dropped but at this junction a few more marks are not doing that much damage, it's a matter of finishing all 6 machines and hoping machine failure hits the 3 teams

ahead of us. But they realized the same thing and made no mistakes. The 6 Czech Supermen don't make the slightest mistake.

Day 6, it was good to see all 6 Trophy Team riders start the last day. Dane was having mechanical problems but kept the Penton running.

Paul was running steady but Day 4 had cost him his gold. Joe kept his Penton going to the finish and was still on silver medal time. Tom, Carl and Jack were still all on gold medal time and their bikes were running strong. The Moto-Cross test at the finish was on the Italian Grand Prix circuit, carved out of the mountain side. The Trophy Team riders all had problems and never did put in an exciting race. Dane nursed his ailing bike around. Paul had worse luck yet and on the second lap of the M-X broke his selector key, but maybe it was good luck, he could have broken it 10 miles back on the

trail!! Joe went hard for the first few laps then faded. The heartbreak was Tom, he was top U.S. rider up to the M-X, but he had a hard time starting his bike at the start and saw his hard riding all week slip away from him. Carl put in a good race and he and Burleson raced each other around for 7 tough laps. Jack took off like a shot at the start and was in second when he went wide on a corner and slid out putting him in the middle of the pack.

Summary, 4th place was the highest we have ever finished the Trophy Team. We also finished 4th in England. We had 2 things going against us from the start. The small bikes were to prove a disadvantage on the rough Italian country side as only 10 gold medals appeared in the 50, 75, 100 and 125 classes. The first day's points loss tended to sober the Team and hold down all-out performance.

We also had many good things go-

ing for us. The bikes ran flawlessly except for some minor problems with Dane's. We finished all 6 riders for 3 years in a row now and can concentrate more on performance and smoothing out the machines. Larry Maiers did a fantastic job of managing the team and learned a lot to apply toward next year. We are undisputedly 4th best in the world and get more of a threat every year. Riders like Carl, Tom and Jack are second to nobody in performance and skill and have a vast storehouse of 6-Day experience and skill. Once again the Czechs have proven they are the one to beat with super performance, skill and consistency. As with every 6-Days we come back with more knowledge and skill than we went over with.

Our hats go off to the 6 riders — Dane Leimbach, Paul Danik, Joe Barker, Tom Penton, Carl Cranke, and Jack Penton for the Supermen effort in this toughest of 6-Days.

PROVISIONAL RESULTS

World Trophy: 1 Czechoslovakia — J. Stodulka, P. Cemus (250 Jawas) K. Masita, J. Cisar (350 Jawas) J. Fojtik, Z. Cespiva (400 Jawas). No marks lost (245.4 bonus points). 2 Sweden — B. Gustafsson, S. Tell (125 Monarks) B. Thornblom, B. Eno (175 Monarks) Y. Ekeberg, H. Hansson (250 Monarks) 11 (942.1). 3 Italy — G. Brissoni, F. Oldrati (100 Gileras) A. Gritti (125 Gilera) G. Andreini, I. Saravesi, G. Signorelli (175 Gileras) 28 (574.3). 4 USA 79 (1814.4). 5 Holland 455 (1 retired). 6 East Germany 600 (2 retired). 7 Poland 673 (2 retired). 8 Great Britain 932 (3 retired). 9 Switzerland (1249) (3 retired). 10 Russia 1707 (4 retired). 11 France 1726 (5 retired). 12 Canada 1944 (5 retired). Withdrawn: West Germany and Belgium.

Silver Vase: 1 Czechoslovakia "B" — M. Jedlicka (175 Jawa) J. Rabas (250 Jawa) P. Chilhelka, J. Beliza (350 Jawas) 10 (305.4). 2 Italy "A" — P. Gagni (50 Gilera) M. Miele (100 Gilera) S. Sala (125 Gilera) W. Bettoni (175 Gilera) 1 (354.7). 3 Czechoslovakia "A" 7 (637.4). 4 USA 9 (2254.2). 5 Austria 100 (2056.1). 6 Holland 101 (1682.7). 7 Italy "B" 302 (1 retired). 8 West Germany "A" 506 (1 retired). 9 East Germany 513 (1 retired). 10 West Germany "B" 524 (1 retired). 11 Sweden 643 (2 retired). 12 Great Britain "B" 789 (2 retired). 13 Great Britain "A" 910 (2 retired). 14 Spain 947 (2 retired). 15 France

WHERE THE MEDALS WENT

Country	Gold	Silver	Bronze	Starters	Retired	Finished
Italy	19	16	5	52	12	40
Czechoslovakia	12	6	1	20	1	19
USA	6	7	7	28	8	20
West Germany	6	6	7	35	16	19
Sweden	6	3	3	19	7	12
East Germany	5	2	0	11	4	7
Holland	2	4	3	14	5	9
Great Britain	1	4	5	36	26	10
France	1	2	1	17	13	4
Spain	1	2	2	11	6	5
Switzerland	1	0	3	7	3	4
Russia	1	1	0	6	4	2
Belgium	0	1	1	11	9	2
Poland	0	3	3	9	3	6
Austria	0	3	1	7	3	4
Finland	0	0	0	4	4	0
Canada	0	0	1	12	11	1
Ireland	0	0	0	1	1	0
Totals	61	60	43	300	136	164

CAPACITY AWARDS

Class	Gold	Silver	Bronze	Starters	Retired	Finished
50cc	1	0	1	10	8	2
75cc	1	2	1	5	1	4
100cc	2	7	3	23	11	12
125cc	6	11	5	43	21	22
175cc	14	12	9	57	22	35
250cc	9	17	16	92	50	42
350cc	13	3	4	32	12	20
500-1300cc	15	8	4	38	11	27
Totals:	61	60	43	300	136	164

"B" 938.0 (2 retired). 16 Belgium 1020 (3 retired). Withdrawn: Canada, Finland, France "A."

Class winners: 50 cc: P. Gagni, Italy (Gilera). **75-100 cc:** G. Brissoni, Italy (100 Gilera). **125 cc:** A. Gritti, Italy (Gilera). **175 cc:** S. Andreini (Gilera). **250 cc:** J. Stodulka, Czechoslovakia (Jawa). **350 cc:** K. Masita, Czechoslovakia (Jawa). **500-1300 cc:** L. Carrara, Italy (KTM).

DAY BY DAY

FIRST DAY

Trophy: 1 West Germany 0 (37.6), 2 Czechoslovakia 0 (58.3), 3 Italy 0 (58.4), 4 East Germany 0 (164.0), 5 Sweden 0 (195.4), 6 Holland 0 (334.0), 7 Great Britain 0 (364.3), 8 Russia 0 (385.5), 9 France 0 (395.5) 10 Switzerland 0 (443.0), 11 Poland 0 (469.4), 12 USA 7 (300.2), 13 Canada 20 (768.9), 14 Belgium 63 (747.6).

Vase: 1 Italy 'B' 0 (20.3), 2 Italy 'A' 0 (65.5), 3 Czechoslovakia 'B' 0 (66.7), 4 Czechoslovakia 'A' 0 (156.9), 5 West Germany 'A' 0 (187.0), 6 West Germany 'B' 0 (212.6), British teams: 10 Vase 'B' 0 (271.6), 13 Vase 'A' 0 (404.7).

SECOND DAY

Trophy: 1 Czechoslovakia 0 (100.6), 2 East Germany 0 (289.3), 3 Great Britain 0 (652.0), 4 Italy 1 (94.2), 5 Sweden 2 (320.5), 6 USA 7 (558.7), 7 Switzerland 13 (877.9), 8 Holland 17 (695.1), 9 Poland 27 (836.4), 10 France 30 (730.5), 11 West Germany 100 (1 ret.), 12 Canada 172 (1454.7), 13 Russia 200 (2 ret.), 14 Belgium 408 (3 ret.).

Vase: 1 Italy 'B' 0 (47.7), 2 Czechoslovakia 'B' 0 (115.3), 3 Czechoslovakia 'A' 0 (278.0), 4 Great Britain 'B' 0 (440.6), 5 USA 1 (423.7) 6 Sweden (440.9). 11 Great Britain 'A' 33 (841.3).

THIRD DAY

Trophy: 1 Italy 0 (129.7), 2 Czechoslovakia 0 (162.1), 3 East Germany 0 (452.4), 4 Sweden 0 (437.1), 5 Great Britain 0 (1029.4), 6 USA 7 (818.0), 7 Poland 27 (1242.9), 8 Holland 65 (1064.9), 11 France 233 (2 ret.), 12 Canada 367 (3 ret.), 13 Russia 500 (3 ret.), 14 Belgium 949 (5 ret.).

Vase: 1 Czechoslovakia 'B' 0 (175.8), 2 Czechoslovakia 'A' (386.6), 3 Italy 'B' (90.1), 4 Sweden 3 (601.3), 5 Italy 'A' 4 (169.8), 6 USA 5 (596.9).

British teams: 9 Vase 'A' 78 (1067.9)
10 Vase 'B' 100 (1 ret.).

FOURTH DAY

Trophy: 1 Czechoslovakia 0 (181.2), 2 Italy 1 (299.6), 3 Sweden 1 (497.7), 4 USA 43 (983.5), 5 Holland 248 (1 ret.), 6 East Germany 200 (2 ret.), 7 Poland 273 (2 ret.), 8 Switzerland 12 (2 ret.), 9 Great Britain 309 (3 ret.), 10 Russia 900 (4 ret.), 11 France 726 (5 ret.), 12 Canada 906 (5 ret.).

Vase: 1 Czechoslovakia 'B' 1 (209.5), 2 Italy 'A' 1 (255.7), 3 Czechoslovakia 'A' 7 (438.8), 4 USA 9 (728.1), 5 Austria 62 (1216.2), 6 Holland 78 (1220.1). British teams: 12 Vase 'B' 356 (2 ret.), 13 Vase 'A' (2 ret.).

FIFTH DAY

Trophy: 1 Czechoslovakia 0 (207.5), 2 Sweden 5 (562.6), 3 Italy 28 (376.8), 4 USA 70 (1171.9), 5 Holland 355 (1 ret.), 6 East Germany 400 (2 ret.), 7 Poland 473 (2 ret.), 8 Great Britain 620 (3 ret.), 9 Switzerland 949 (3 ret.), 10 Switzerland 949 (3 ret.), 10 Russia 1307 (4 ret.), 11 France (5 ret.), 12 Canada 1432 (5 ret.).

Vase: 1 Czechoslovakia 'B' 1 (261.0), 2 Italy 'A' 1 (278.8), 3 Czechoslovakia 'A' 7 (487.3), 4 USA 9 (829.9), 5 Holland 100 (1387.8), 6 Austria 100 (1434.7), British teams; 12 Vase 'B' 589 (2 ret.), 13 Vase 'A' 698 (2 ret.).

THE MEDAL WINNERS

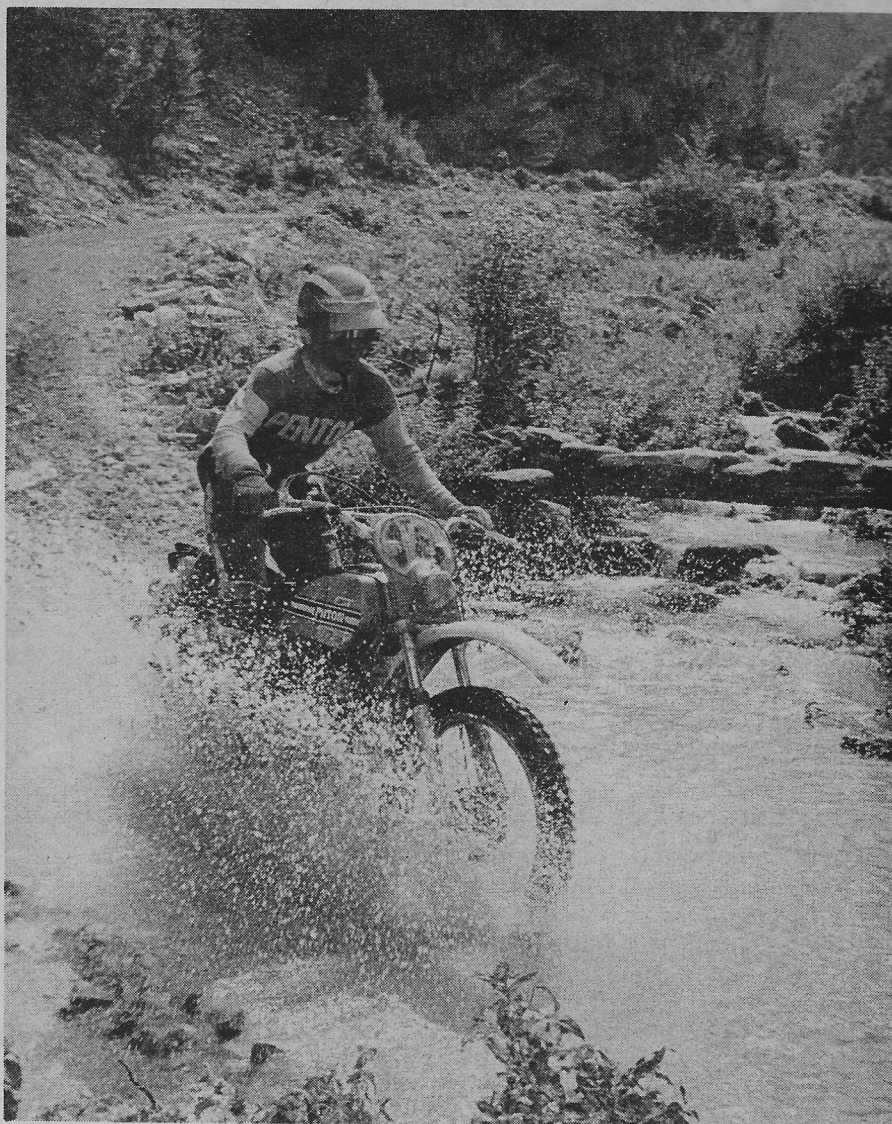
The 6-Days saw 3 Penton riders get golds in this toughest of Trials. Carl Cranke, Tom Penton and Jack Penton all stayed clean for the 6-Days.

Paul Danik, Joe Barker and Eric Jensen all gathered silver medals with Eric only losing his gold by 5 seconds. Eric put in a super performance and won the Moto-Cross test he was in with inspired riding.

Dane Leimbach, Ron LaMastus, Danny Young, and Bob Ismailoff all finished the 6-Days with bronze medals, a terrific accomplishment for Danny and Bob as this was their first 6-Days.

THE RIDERS WHO DIDN'T MAKE IT

Four Penton U.S. riders failed to make the finish, not because they



Dane Leimbach riding through one of the few creeks of Six-Days.

didn't want to though. Bad luck once more hit Don Stover as an aggravated knee problem was bothering him before the race even started and he finally had to retire in intense pain at the end of the second day. Rod Busch retired on Day 4 with mechanical problems. Mark Adent crashed heavily on Day 4 and was forced to retire and young Tom Shaw punctured his arm forcing him out. All of these riders were doing excellently up to their mishaps.

HOW THE FOREIGN RIDERS DID ON PENTON/KTM'S ...

It was a mixed bad for the foreign riders also. The Italy Vase B Team was a very strong contender but a flat tire and finally a mechanical failure put them out of contention. Elio Andrioletti won the open class overall on a Penton/KTM.

59 Penton/KTM's were entered in

the 6-Days more than any other make. 19 retired with injuries, mechanical failures, etc. That was a very good finishing rate when of 300 machines that started only 164 saw the finish! 11 Gold Medals, 15 Silver and 14 Bronze Medals were won on Penton/KTM, for a total of 40 medal finishers.

THE U.S. VASE A TEAM

The Husky Vase A Team put in an excellent effort trying to retain their Silver Vase win from last year. They finished the team of Dick Burselson, Malcolm Smith, Dave Eames and Ed Schmidt all intact with a lose of only 9 marks. Dick and Malcolm both won gold medals and Dave and Ed picked up silver medals. They also finished in 4th place in the Vase competition.



A heavy crash on the 4th Day forced out Mark Adent.



Danny Young's first ISDT ride netted him a bronze.



Tom Shaw punctured his arm while on gold medal time.



Don Stovers ISDT bad-luck continued when a knee injury forced him out.



Rod Busch went on the 3rd Day with injuries on the rough course.



Ron LaMastus, bronze medal winner in a little trouble.



Bob Ismailoff garnered a bronze in his first ISDT.



Six-Days 1974 is history and Penton Imports is now trying to get back to normal and get on with the program.

Thanks to Larry Maiers, General Manager turned Trophy Team Manager, and a group of dedicated Penton Riders, more progress was realized from this years efforts than any of Penton's previous Six-Days efforts.

1. We found more new rider talent than we ever dreamed existed. Danny Young, Tom Shaw, Joe Barker, Eric Jensen, Paul Danik, Mark Adent, and many others are fantastic talent. (PENTON IS BLESSED TO HAVE SUCH GENTLEMEN RIDE OUR BIKES.)

2. Organization!!! We had without a doubt the best internal harmony, understanding and organization that any American Trials Team has ever developed. Again Penton is blessed to have that verbal hot shot Larry Maiers.

3. Support crew fantastic!!! Again we had the greatest ever support crew. Ron Lamaste's father, Joe Barker's father, Rod Bushe's, Tom McGeachins', Mark Adents' and many I can't think of at this moment, plus Ted Penton, Don Rosene even Suzie Mann and about 50 more strong gave their all and that went a long way to make a successful Six-Days.

4. Machine development!!!! Undoubtedly we made more head way in machine development than any other previous Six-Days. We didn't lose a machine for mechanical failure. Believe me, many new innovations flowed in an abundance. Just furthers my contention that Six-Days is the greatest developer of man and motorcycle.

5. Penton photographic coverage this year was second to none. Our

very genial still photographer Jerry West and his wife Rene took advantage of the Six-Days of sunshine (their photos witness this, fantastic) and our movie house of Matt and Barbara Weisman, Inc. captured 6,000 feet of 16mm so that Matt will have something to do this winter when the snow is three foot deep. (Develop, chop, chop, add, subtract, edit and come up with a 30 min. movie of Six-Days 1974 Camerino, Italy.)

6. Last but not least was our public relations report and the politics involved with international competition. I know we, the AMA and International American competitors are accepted and recognized as one of the F.I.M. affiliates and it is very obvious that great progress has been made along these lines.

Boy, this shock business for off-road competition bikes has really turned into a rat race that very few riders and dealers understand.

Probably the greatest misunderstanding is the application for the type of riding for which the bike is to be used. I think a great amount of this misunderstanding and confusion, etc. comes from our various motorcycle magazines and papers, that have limited knowledge of what's available.

However, I definitely would like to inform all of our people and any motorcyclist interested as to Penton's position, thoughts, and knowledge of rear shocks for our bikes.

First off, please be advised that we have not in any way altered or deviated from our original slogan, "The best components available today" and this is definitely applicable to our rear shocks.

Unfortunately sometimes the best components are not available in quantities for even the limited production of our Penton bikes. This happens to have been the situation with Penton and the shock bit for the past nine months. The only route we had available to go was the Ceriani gas shock. We tried our damnest to go the Koni route. But without a long enough lead time from our plant we were unable to get anywhere. Specially enough Koni's for serial production. I hope this somewhat clarifies why we, along with most of the other European bikes, had so much confusion with the rear shock supply.

The facts involved in the situation are as follows:

1. We are continually seeking a shock which will serve best for all off-road riding and last year this shock did not exist in any quantity.

2. Today the best shock available for enduro, trials, and woods riding is a standard hydraulic Koni. Evidence of this is brought out when one notices that 75% of the rear shocks used in Six-Days 1974 were Koni's. This 75% includes all the Czechoslovakian World Champion Jawa bikes. This should be proof positive that the Koni will do the job for enduro and hare scrambles. All of our riders used Koni shocks in the the Six-Days this year except Jack Penton and Mark Adent, who tested other shocks. Results were NOT one failure with Koni and both Jack and Mark's shocks gave out.

Eric Jensen bent one of his Koni shocks in a crash and was able to rebuild it and avoid exclusion.

That brings up another point of importance and interest to a rider's pocketbook. We "Penton Imports" cannot in any way guarantee shocks, but with a Koni, you send it back to Koni, 150 Green Street, Hackensack, New Jersey and they will adjust the warranty and nine times out of ten send you a new one!!

Last but not least. Gas Oil Shocks????? Every shock company around the world is working like mad on the development of Gas Shocks that will last through 45 minutes of World Champion MX and still retain the dampening characteristics necessary to control the rear end of a Moto-Crosser. The great problem being that the heat generated does not usually destroy the shock but one loses the dampening until the thing cools down.

Many gas shocks will do the trick today, including Ceriani, Bielstine, Marzocchi, etc., but generally one can't trust the reliability, and not one damn one of these companies will back up their products to the warranty state.

It must be recognized that a good Air-Gas Shock can usually serve a very good job on a trials or enduro bike, however, they are usually a little bit on the stiff side for the amateur enduro rider.

We continually test shocks, day in and day out, and right now it appears that Girling has the answer with their last Air-Gas-Oil Shock. Rest assured if Girling or any other

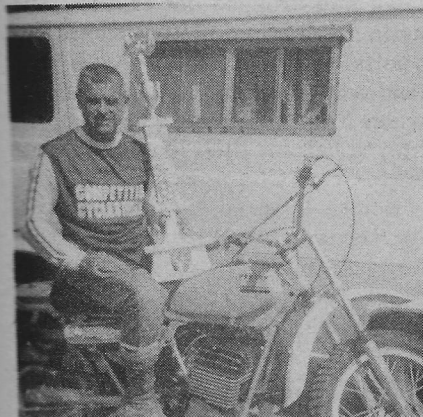
bloody shock is the answer, we will be on the starting line just as soon as our competition. Husky will be giving the Girling gas shock a test on their '75 models and we will follow them if the shock does not backfire on them. We will also be the first ones to supply the Girling gas shock as after market replacements, as well as on our bikes. Note!!!! If the Girling Gas Shock proves to be any good, we will supply them, but right today it is the Koni shock.

Dear "Keeping Track",

I'd like to tell you about my father, "Prepared To Win", Robert Blandin, 53 years young, of Arcadia, California on his 125 and 250 Pentons.

"Prepared To Win," is the slogan of my brother's bike shop, "Competition Cycles" in San Clemente, California where he sells and services Pentons.

Dad recently bought a 250 Penton and the second time he rode it, won first place in the over 35, at the SRA Riverside Gran Prix last June. The bike he rode was the first 250 Penton to arrive in the Southern California area and has performed perfectly for both owners since its arrival.

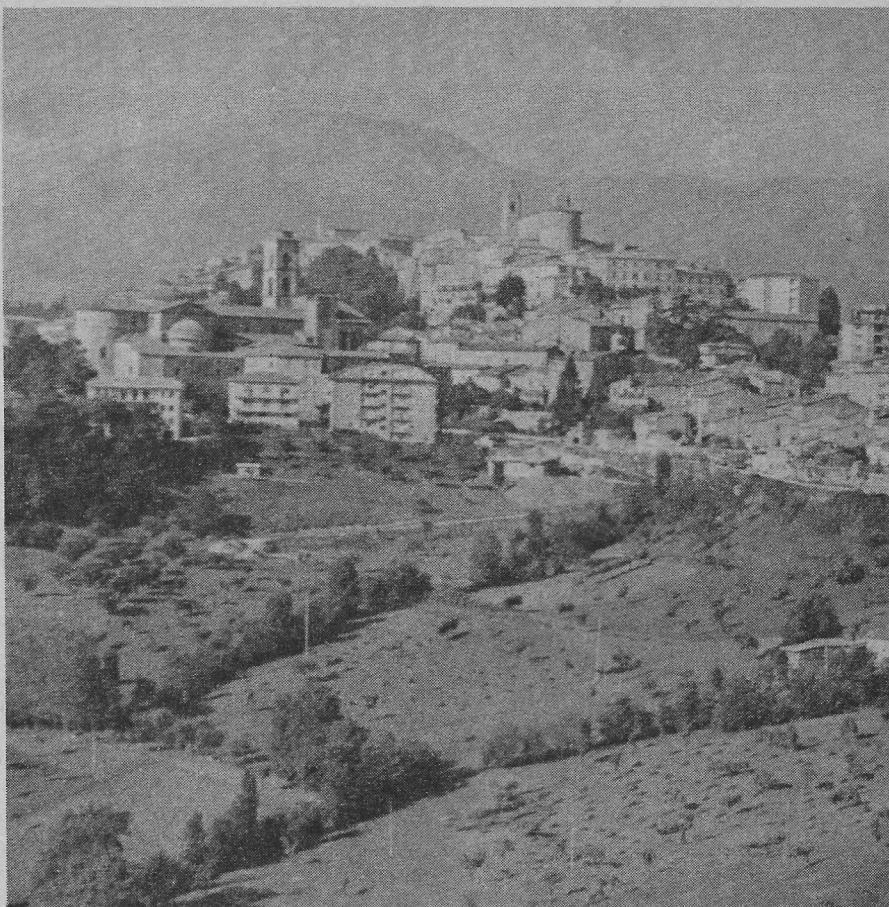


Dad also placed first in the over 35 on his 125 Penton the same day. Due to an error on his entry blank he wasn't classed with the 125's. He has ridden moto-cross and lately has been riding enduros on his 125 Penton and has trophied.

Both bikes were sponsored by Competition Cycles, where my brother, Gary, turns out some very fast Pentons.

Dad has ridden lots of other bikes but thinks Penton is the greatest and the main reason he's able to "Keep up." Pentons make winning easier even for an old man.

Sincerely,
Nancy Blandin



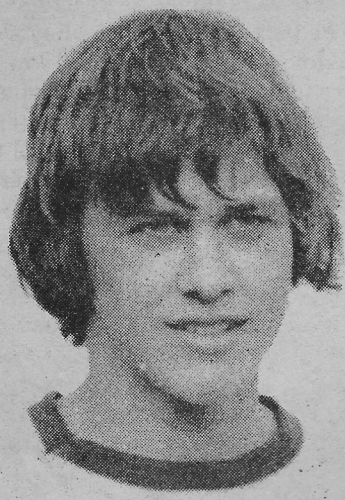
The old city of Camerino, Italy located on the top of a hill.



Larry Maiers, Trophy Team manager & Danny Young.

Ohio State Moto-Cross Champions

100cc Winner

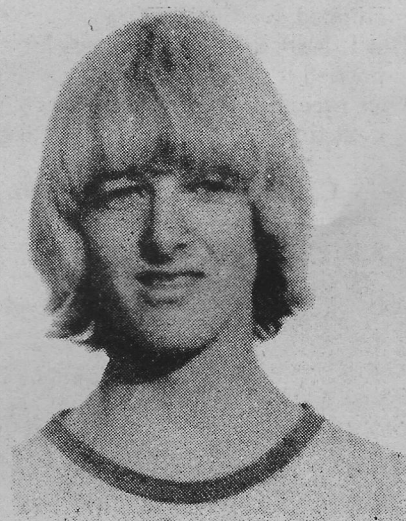


Mark Weidner

It began as a rainy morning for the fifth annual Ohio State Moto-Cross Championship, but that didn't stop the riders from coming out. At the starting time the sun had managed to pull itself from behind the clouds, and the race went on.

After a slow start in the mud Mark Weidner of Mansfield, Ohio on a 100cc Penton started to move up and put his bid in for first place against Lee Godby. Mark kept the throttle on full blast to over power Lee and pick up a win the first moto. In the second moto Mark was fifth going in the corner but came out in fourth. After having a small mechanical problem between motos, he managed to get it fixed before the next moto. This was his race— no one could touch him as

125cc Winner



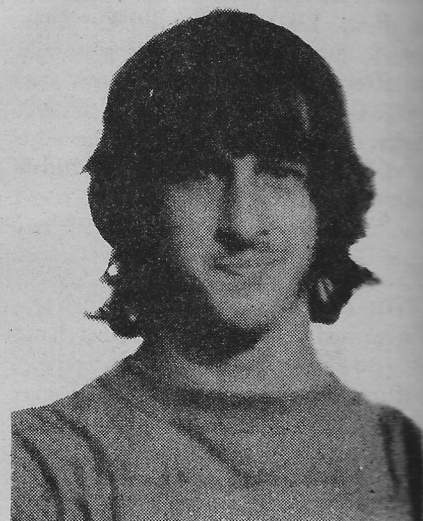
Jon Leak

he became the new 100cc Ohio State Moto-Cross Champion.

In the 125cc class the entries mounted to close to 100 bikes. Jon Leak on his hot 125cc Penton put it together for this moto. Jon went sliding through, on the muddy track to triumph over the rest of his class. In the second round it was an all out battle with Jon chasing Mark Tracy for, four rip-roaring laps before taking the lead and winning the 125cc Ohio State Moto-Cross Championship.

Leak wasn't satisfied with winning the 125cc class, so he jumped on a 175cc and took off like a flash. Clint Fannin on a 175cc Penton was right on Jon's tail along with Bruce Sanderson and Rex Erskine. Bruce

200cc Winner



Clint Fannin

and Rex were battling for third and fourth in the first moto. In the second round Tom Dunfee and his Penton came on to battle it out with Fannin. Dunfee pulled ahead to win it with Fannin second, Sanderson third and Regg Rader fourth. Jon Leak had dropped out early in this moto. In the final moto it was Brian Spotts, who jumped out to an early lead and kept it until the last lap when Fannin came on to over take him to become the 175cc Ohio State Moto-Cross Champion.

Robert Johnson put in a good ride for the second place in the 250cc Moto-Cross race. In the open class James Greenfield came in with a 5th place finish

Dear Penton Imports,

I thought you might be interested in a little follow-up information on the two 250 Pentons that I was in such a rush to get for a customer.

First off, give my thanks to Jack, Shan, and everyone else who was so helpful in getting the bikes on the plane, and to us. We picked them up at the airport late Thursday afternoon, and by midnight Mr. Art Spencer and his son, Artie, had them on their trailer and were on their way.

Their record on the new bikes for a three-week vacation is as follows: Titusville Florida Enduro — 1st Place 250 Class; Rigsby Fair

Grounds TT Scrambles Track, San Antonio, Texas— Four 1st Places in 250 Class, plus a new track record; Austin, Texas TT Scrambles — 1st Place, 250 Class.

They entered seven events and took six 1st places. Not bad on brand new "out of the crate" bikes.

Thanks again for your help, Bill West, Cycle Village St. Petersburg, Fla.

SUPER TOM TAKES 150 MILE NATIONAL ENDURO

Super Tom Penton won a gold medal at the ISDT and seven days later returns home to win the 150

mile Schyler County National Enduro. Not only did Tom put in a good showing but bronze medal winner Danny Young took his 175cc to second overall only 15 seconds behind Tom at the emergency check.

"KEEPING TRACK" SUBSCRIPTION NOTICE!!!!!!

Anyone who has a subscription with the date 12-73 beside his name will no longer receive "Keeping Track". If you wish to continue your subscription you must cut out your name and address, along with the date, and send it to "Keeping Track", 3709 W. Erie Ave., Lorain, Ohio 44053.

A DAY AT THE RACES

"Twas the morning of the race,
and all through my body
The butterflies that were stirring,
made me go to the potty.
The riders were working on their
bikes with care
In hopes that the flagman soon
would be there.
The men were all restless all snug
in their threads,
While visions of trophies danced
in their heads.
And mom on her mini-trail and dad
on the back,
Had just settled down to watch
the first lap.
When out on the line there arose
such a clatter,
Mom sprang from her seat to see
what was the matter.
Away to the woods I flew like
a flash,
Tore open the throttle and threw
up the ash.
The sun on the breast of the newly
made mud
Gave a lust to the riders who
raced for blood.
When, what to my wondering eyes
should appear,
But Roger DeCoster, what's he
doing here?
More rapid than eagles the corners
they came,
As I went through the barrels and
called out my name.
From the bed of the creek to the
top of the hill!
I rode like a pro with agility
and skill!
So up on the hilltop the corners
I flew,
With a bike full of mud and a
flat tire, too.
As I rounded the corner, I started
to spin,
And I saw my father, waving
me in.
He was dressed like a rider from
his head to his foot,
And his clothes were all dirty with
mud and soot.
A bundle of tools he flung from
his back,
And it looked like he was trying to
fix my flat.
He spoke not a word but kept right
to his work,
And filled my tire; then turned
with a jerk.
I sprang to my bike, to a girl
gave a whistle,
And away I flew like a guided
missile.

The finish line was not
far ahead,
And all of a sudden my bike
stopped dead.
But I heard them exclaim ere I
pushed it over the line,
Nice race, but better luck
next time.

Chuck Reber

WATCH FOR THESE BIKES STOLEN FROM GARAGE SEPTEMBER 13, 1974

1974 250cc Penton/KTM M-X
Serial #5440674604
Engine #45403860

45-degree Ceriani Rear Shocks - Red
Tank - White Fenders - Rear Fender
Mounted with White Nylon Pipe
Hanger and Black Rubber Washers -
Special Chainguard Fitted, as below
drilled-out, bronze-anodized
aluminum. G.P. Saddle, "KTM-Aus-
tria" on Rear - No stripes on tank,
Plain Red - "Penton" across rear
fender. No. 127 on number plates
when stolen - Choke Lever mounted
on Right Handlebar - K & N Rubber
kill Button - Wide Black Fabric Tape
stripe on top of Gas Tank.

1969 125cc Penton/Sachs M-X
Frame #V-719

Old Style Frame, Steel Green/White
Gas Tank, High Exhaust Pipe with
J & R Silencer, Cobby Weld at Ex-
haust Pipe Stinger - Gray Plastic
"Buco" Front Fender - Rear Alloy
Fender cut off at Rear Fender -
Frame Mounting Lugs - K & N Kill
Button - Large Diameter Ceriani
Forks with Galters - Betor Rear
Shocks.

NOTE: This is a Non-Radial
Engine, with straight fins and a
Black Cast-Iron Cylinder, Not
Alloy. These engines are now very
rare in Penton Frame.

If you have information, call S.
McMath (313) 722-0534 in Wayne,
Michigan or Wayne County Sheriff.

Reward for information leading to
recovery, especially the 250cc M-X!!!

Dear "Keeping Track",

On August 11, 1974 the
Bentwheel's 200 Mile ISDT Type
Trials was held near Rose City,
Michigan. The weather was cool and

cloudy. It threatened rain all day but
it never did. The run was an un-
qualified success with a total of 19
gold medals, 14 silver medals and 18
bronze medals given out.

There were three special tests that
were a part of the course. They were:
a tight woods section that was 3.5
miles long, an acceleration test, and
then about 175 miles out was the one
that separated the men from the
boys. It was a 4.2 mile section of roll-
ing hills and lots of sandy woop-de-
doos.

The Trade Team Trophies were
won by the following:

First: RMF Cycle (Bob Bulmer,
Gary Bennett, Larry Cooper, Jim
Price), Lansing, Mich.

Second: Thumb Cycle (Ronald
Mozden, Gerald Mozden, David
Asher, John Asher), Cass City,
Mich.

Third: Robbins Cycle (Lenny
Pinterpe, May Spector, James
Skrine, Ross Matas), Pontiac, Mich.

The Club Team Trophies were
won by the following:

First: Mud Daubers (John Lang,
John Hodapp, Randy Buchelbaw,
Larry Fry), Lincoln Park, Mich.

Second: Team Squid (Jon Wright,
Bob Brooks, Matt Weisman, Ron
Reuseger), Lansing, Mich.

The top winners of each class were
as follows:

125cc: First — Cornelius
Scharphorn, Holland, Mich.; Second
— Ronald J. Mozden, Deford, Mich.;
Third — Michale Gutshall, Owosso,
Mich.

200 cc: First — Randy
Birckelbaw, Plymouth, Mich.;
Second — John Lang, Lincoln Park,
Mich.; Third — Marc J. Neiner, San-
ford, Mich.

250cc: First — Bob Brooks, Lan-
sing, Mich.; Second — Matt Weis-
man, Elyria, Ohio; Third — Frank
Piasechi, Jr., Toledo, Ohio.

Open: First — Jon Wright, Grand
Lodge, Mich.; Second — Fred Klip-
ple, Detroit, Mich.; Third — Jim
Noteboom, Mt. Clemens, Mich.

Overall: Dennis Vandecar, Lan-
sing, Mich.

Sincerely yours,
Larry Lindenberg



MOISSEEV WINS 250cc MOTO-CROSS CHAMPIONSHIP



AMID HEATED CONTROVERSY!!!!

What should have been a rip roaring celebration turned sour at the last 250cc G.P. of the season.

Moisseev won the championship on a technicality and the questionable riding techniques of the Russian support riders was questionable indeed!!!!

The controversy all arose in the final heat. You can blame it on many things. What happened was Falta jumped the start gate and went into the lead. At that point the race should have been restarted and wasn't. That Falta jumped the gate there is no question. The penalty for jumping the gate is in the rules as a 60 second penalty. But that is not the question. The whole question was the Russian technique of blocking Falta and knocking him down. Despite their antics Falta still won the heat and theoretically the championship at the point. But KTM protested the start when Falta jumped the gate and the penalty cost Falta the championship.

The whole sorry situation can be blamed on everyone, but must lie with the race officials.

The race should have been recalled at the bad start, but was not, the Russian blocking technique, who knows, maybe they felt Moisseev was being robbed by allowing Falta the bad start enabling him to take an easy lead ... regardless we at Penton do not support that type of sportsmanship. The controversy will rage for a long time and some really bad things have been laid on the Russians' doorstep.

This is not fair either as Moisseev put in a very good series all year and would have been a very worthy champion, now it is a championship in controversy.

Next year should prove more exciting than ever as many relations both national and personal will come to the surface.

We congratulate KTM for making a super competitive Moto-Cross machine and Moisseev on his fantastic riding all year. We are saddened the way the whole thing ended up. It should not however reflect on us at Penton as this is strictly a KTM/Russian promotion and we have no say in their G.P. efforts.

THIS IS PENTON



The straight scoop from Bill "Lump" Groom on the Western scene.

For all of you enduro buffs who have been holding your breath all summer, you can now relax. Enduro season is here. The Northern California Enduro season kicks off at Georgetown with the Richmond Ramblers Bearfoot Enduro. There are no less than twelve enduros on the calendar this season and everybody should be cleaning the cob webs out of their Barbour Suits by now.

By now you will have read about the 1974 version of the ISDT. We are proud of the riders who participated and especially proud of the showing that riders from the West put forth. Individual performers this year show that America is fast improving and that we will catch up to the Europeans who have dominated the Six Days soon.

Dealers make note—Carl Cranke, who has been on back order of late, is now in stock. He may be reached by part number 916-362-4124.

Congratulations to Lars and Sandy Larsson. Lars Erik left the starting gate on September 21, and arrived at the first corner weighing 9 lbs., 14 ozs.

A new rider in the desert making dust is Dean Modesett. Dean has just switched to Penton and has dominated the 175cc class since doing so.

Ivan Miller, the New Zealand M-X champion, has been with us for a month on vacation. Ivan, who has spent the last eight months in England racing moto-cross, will be contesting in the 500cc class in the Trans A.M.A. for Honda of Piqua. Keep an eye on this new Penton rider in the results column because he is fast.



If you have a question or want to know an answer write Tom Penton, "Keeping Track", 3709 West Erie Ave., Lorain, Ohio 44053.

SAFETY IN ENDUROS

On the fourth day of the ISDT this year, I saw a rather unpleasant sight. Coming around a sharp corner of a typical twisting Italian mountainous dirt road, I was confronted with the sight of Englishman Andy Robertson's Jawa wedged in the crumpled grill of a Fiat 500. Both bike and car were totaled. The car's windshield had a hole in it of about a foot, in diameter obviously where Robertson came to rest. I was told Andy only lost a few teeth in the accident, but it could have been much worse. Since the Fiat was up against the cliff on its own side of the road, the accident seemed clearly to be the fault of Robertson.

This incident brings to light something we all tend to forget at times — most enduros contain mileage with automotive traffic—be it on pavement or jeep trails, and with traffic, rules of the road must apply. Without a doubt, the worst of enduro crashes involve automobiles, trains, or other motorcycles. The following is a list of safety precautions I've developed through the years, that hopefully will keep the body living a long and healthful life. I strongly suggest you get them engraved into your instinctive system.

Railroad crossings. I remember an AMA official saying that train/motorcycle collisions were the number one cause of Enduro

fatalities. How easy it is to ignore railroad signs, and do a nice jump and wheelie over the crossings. And the odds are slim that a train is coming. Heck — the tracks are even probably abandoned. But banzai a hundred such crossings and the odds aren't so good. A thousand, and you will probably get it. It isn't worth the gamble. Slow down and make sure a train isn't coming before you cross.

Observe your side of the road. This has got to be the "right there" as a killer. If there is any doubt in your mind at all as to head on traffic, ride in anticipation of a car around every blind corner. Sometime there will be one there, and it is much easier to cope with it, it was expected in the first place. On pavement it goes without saying there will be automotive traffic, but still I've seen some riders take some pretty stupid lines. The most danger comes from dirt roads that are in fact country roads used by locals for transportation. Many riders just tool along them like they were part of the trail. Often later in the run lines through the corners develop that are probably sure enough the fastest, but obviously lead to a collision with any car that may be coming around the other way. I agree it slows you down to have to get in the loose gravel on the outside of a corner, but then again the bumper of the Buick will slow you down much more. It is also very important to observe your side of the road while topping a hill in the road. As a matter of fact, stay extremely to the right, because often a car will be somewhere near the center of the road. By no means should you ride side by side with your buddy over a hill or around corners.

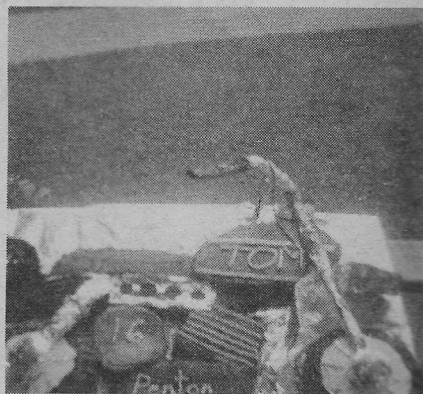
Entering and exiting the trail from the road. I've done it myself—be racing through the woods and come out on a road with enough speed that my looking both ways would only allow me to see by what I could be hit if something was coming. Think before you leap.

The missed turn arrow. Wow! Has this one ever claimed some broken bones and bruised muscles. You're tooling along a dirt road and there goes the turn arrow flashing by. You immediately hit the brakes and throw it sideways. You want to get on the right trail as soon as possible. There is even the chance you can still make the corner without turning around. Then out of the blue your

buddy behind you, who didn't see the arrows at all sideswipes, or worse center punches you. Always, always, look behind you before making sudden turns.

Riding backwards on the trail. I was laid up for a month last year because of this, and it was 100% my fault. I thought I had made a mistake and gotten on the wrong trail. I turned around and hustled along to make up for lost time, when "Wham," I had a head-on with a Husky. It was a hard way to gain experience. You should never back track on what you believe is the wrong course, proceed with utmost caution, anticipating riders from the other direction, because: #1, you could be on the proper course after all. #2, although you may be on the wrong trail, another rider may make the same mistake you did.

I hope these safety tips are taken seriously, because not only are you as a rider subject to injury, so are innocent parties. There are many areas I haven't covered, but common sense tells us many places in an Enduro can't be raced like a Moto-Cross.

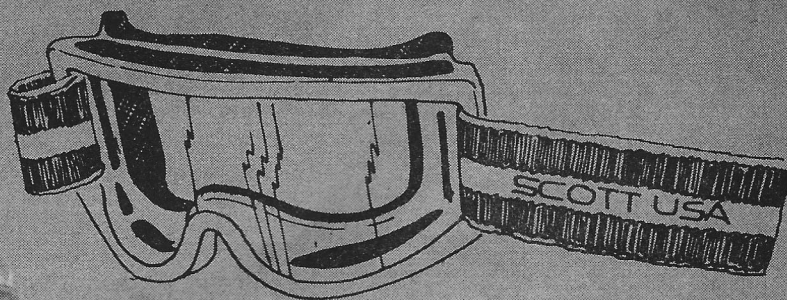


A human interest photo — a replica of a birthday cake made for the 16th birthday of Tom Dulya, 100cc Penton Hare Scramble Hot Shot in District 12, baked by Mrs. Sue Dulya and Mrs. Wanda Priester.

FLASH! Danny Young wins 125 mile National Enduro Black Coal, with Tom Penton 2nd.

Next issue will have an interview with Ron Huffman when he tells us about the International Moto-Cross circuit. Also in the next issue, we will feature Tom Shaw and Danny Young as the riders of the month.

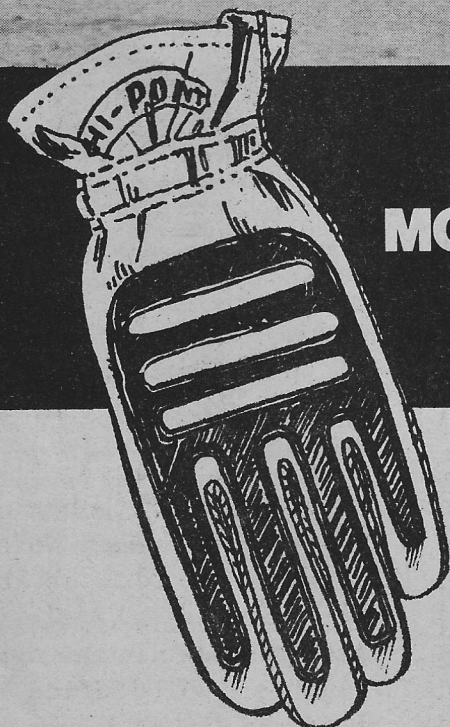
SCOTT RACING GOGGLES



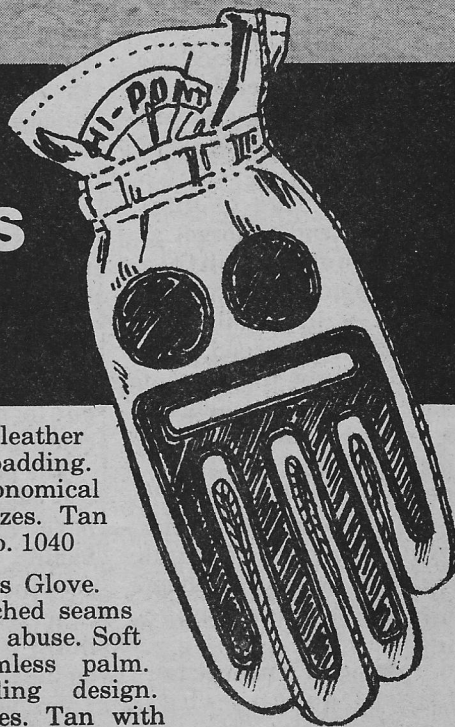
The racing goggles used by the U.S. Trophy Team at the 6-Days. These goggles feature controlled atmosphere vent frame reducing dust penetration and fogging. Extra wide strap and replaceable lens. Available in clear or polaroid lens.
No. 1053 Clear
No. 1054 Polaroid



HI-POINT MOTO-CROSS GLOVES



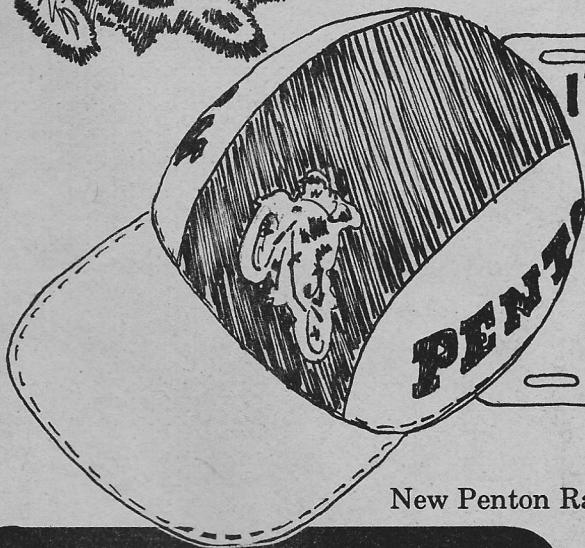
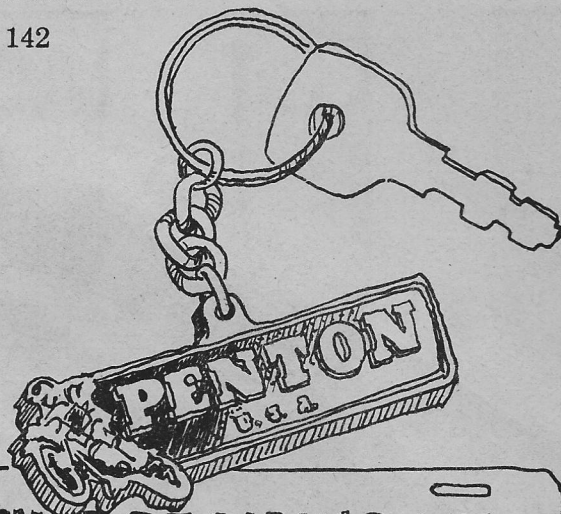
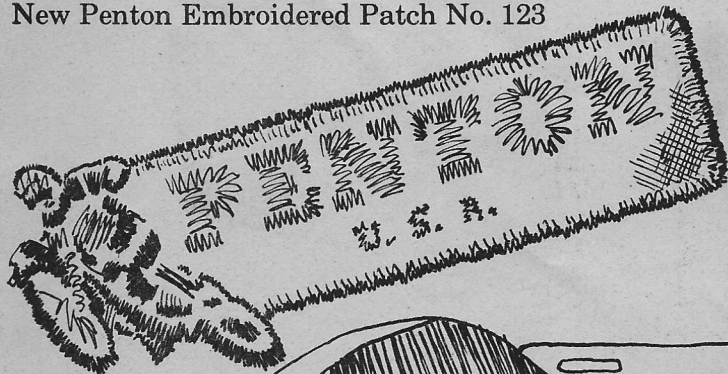
A seamless palm in soft leather with new foam rubber padding. Elastic wrist. This economical glove comes in all sizes. Tan with black padding. No. 1040



Our finest Moto-Cross Glove. Features double stitched seams to take the worst in abuse. Soft leather with seamless palm. New foam padding design. Comes in all sizes. Tan with black padding. No. 1041

New Penton Key Chain No. 142

New Penton Embroidered Patch No. 123



I'D RATHER BE RIDING MY...



MOTORCYCLE

New Penton License Plate No. 1042

New Penton Racing Hat No. 877 N.

HI-POINT SUPER PREMIUM 4-STROKE OIL



The finest 4-stroke oil in a super premium multi-grade has been added to the Hi-Point line of professional lubricants. This oil will give your 4-stroke the total lube it demands.

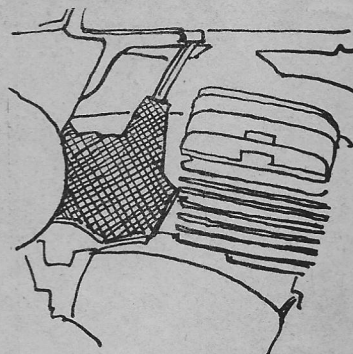
No. 597 20W - 50
No. 598 10W - 40

CARB & AIR BOOT COVER

What with wet, muddy and cold weather popping up what better way to protect your engine.

This new boot covers the carb and air boot to keep direct splash, mud and dirt from possibly getting into your engine and carb. Easy to install with velcore latching. Fits all Pentons.

No. 1019



HI-POINT LEATHER CHEST PROTECTOR



Made of top grade leather, this protector is a must for the Moto-Cross racer. Comes in vivid Green with Gold stripes.

No. 401



Eric Jensen put in one of the greatest rides only to lose his gold medal by a mere 5 seconds!!!! Eric flew the U.S. Banner at the Moto-Cross race by winning his heat and making the 200 plus Americans there feel a very warm and proud spot in their hearts for him and all the U.S. riders competing in this tough olympic event.



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U. S. A.

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