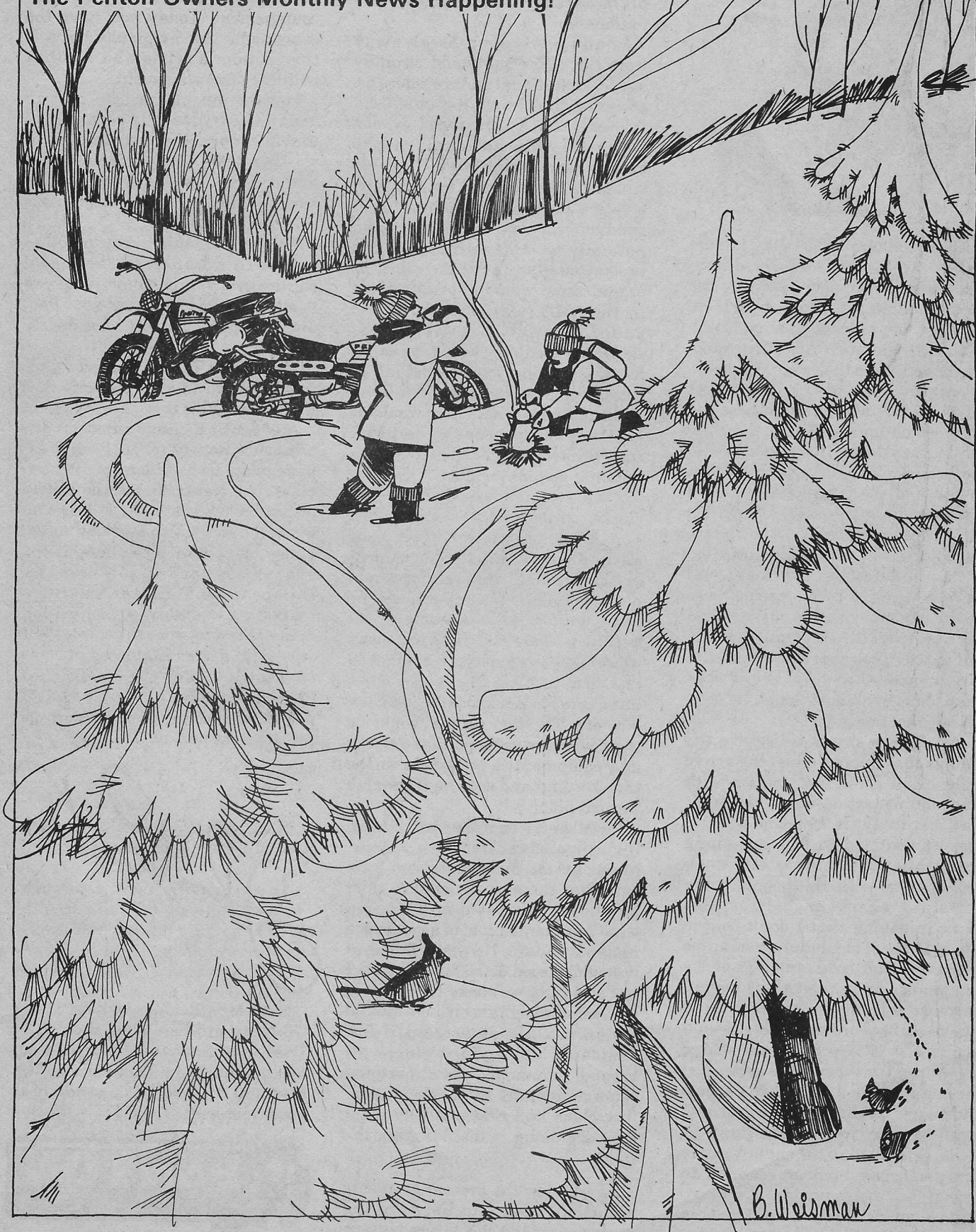


Keeping Track

The Penton Owners Monthly News Happening!

No 18 December 74





Every enduro rider that I have talked to lately is really disappointed over the new ruling by the AMA to make it mandatory to have at least one mileage change in the National Enduros. Also they have expressed to me their extreme disappointment over the lack of judgment of the AMA when recognizing the various nationals. Again the committee has taken its personal ego position on this national bit and a number of the traditional national enduros are eliminated. It appears that those old fogys on the enduro committee don't like stone and hills.

I would dare to say that the enduro rider himself is to blame for these dissatisfactions as I haven't talked to one rider or national enduro promoting club that had a ghost of an idea who or how these rule changes came about, let alone were decided on or passed.

All I dare say is these are the things that happen when the active riders and clubs lose contact with the administration. I can vouch for the fact that it is the same with all government today. The governing body has lost contact and communication with the people being governed. Again I might go out on a limb in saying that I don't believe there is one of our enduro committee members that rode even 50% of the nationals last year let alone having ridden the Jackpine or Little Burr in the past three or four years. I would doubt also if they have ever ridden every run that they have appointed as a national. I think we enduro riders are totally to blame for these entire dislikes in our rules. However I do believe that we enduro riders have reached numbers enough to merit our own national enduro riders association. I believe this primarily because as a national en-

duro rider the AMA does very little for us or the clubs except take a 100 bucks or so for fantastic fees for nationals and make stupid little rules governing these nationals along with personal little preferences in recognizing the nationals.

I don't advocate a break away from the AMA but would strongly suggest a national enduro riders association that would recognize and ride only AMA sanctioned events. However, this national enduro riders association would decide which events would be nationals by a vote of its membership by a list of candidates submitted. This would naturally be done territorially and proportionally. As for the rules the organization would naturally abide by the AMA rules for a sanctioned enduro however national association territory would have its annual meeting for the making of rules explicitly and only pertaining to the national runs. These would be known as supplementary national rules printed and distributed to each national enduro member.

The association would provide the clocks, cards, and system of time keeping along with two people to assist and supervise in the department of time keeping. This service would not be mandatory in any way. At the same time these two people would only help where asked and in no way would they ever voice an opinion in the area of referee, rules interpretations, arguments, trail lay out, etc. The two people would be there with the organization's clocks and equipment to only help in the time keeping and scoring if the club wanted help.

I would sure be interested in hearing all national enduro riders' comments on this suggestion. I am sure that the average enduro rider has never sat down and figured what his average cost of attending a national enduro. He would find that it would exceed \$50.00 per enduro. I say as a rider we spend hundreds of thousands of dollars on our national enduros while at present a few dedicated old enduro riders sit around enhancing their personal ego making silly little rules to confuse clubs and riders. Really what they are doing is discouraging the sport.

As we view the present economic situation, read and listen to the geniuses predict the future pattern

and state of business, some of us may toy with the idea of cashing in our chips with the dirt bike business.

We must remember at the turn of last year how gloomy the picture looked for dirt bikes, energy crisis and all that political discouragement. Today you have the exact same gloomy picture but it is the economic crisis and all that political discouragement.

I am writing this in a hotel room in Milan, Italy. Italy is a bankrupt nation of only 50 million people and we sold 4,000 Penton Motorcycles here this past year. They have increased their orders to 6,000 units this coming year.

The point of this is not to bother you with a bunch of facts and politics, but rather to motivate you to sit down and think out your Penton/Hi-Point business to a degree for '75.

We here at Penton Import again foresee a shortage of Penton bikes for 1975 and this is not a sales pitch.

Any dealer having visited our distribution points recently and experiencing back orders on Penton bikes, will testify that we definitely do not have bikes in stock. It is also our intention not to stock an abundance of Penton bikes here in the states, especially when the European and Latin American market is demanding so many. I can make this statement: dealers that start with a normal amount of bikes in stock, come the middle of February or first of March, should not experience too great a shortage for the most part of '75.

Next Month looking at the '75 National Enduros, the 2-Day Trial Qualifiers for '75. Setting up for the Enduro by Tom Penton. The National M-X series where it goes from here.



COTTON BOLL '75 (Whew!)



L to R: Mike Davis, Don Westfall, Donnie Westfall, John Terry, Glen Terry, Gerald Henderson, Lynett Poole, Dr. Joel Coker, Larry Baggett, Tom Penton, Eddie Brasher, Vern Street, Henry Bostick, and Bob Daniels. Center: Jack Penton

Memphis, Texas, October 26 and 27. If you like to slide around in the mud and sand, then you would have loved the Cotton Boll this year. The rider turnout for this event was tremendous with over 598 entires. It was to be one large endurance test for many riders; I guess you could say it separated the men from the boys. The course has always proved to be a challenging one but this year it out did itself. The course was well marked and they had the help of local ranchers to rescue many stranded riders out of troubled areas. This was not the average run with the first gas stop some 43 miles out, with many riders running out of

gas long before that. By the end of the day only 60 riders finished this rough course and this is how it went:

Overall Winner: Jack Penton

0-100-A

1st, Joel Coker; 2nd, Donnie Westfall; 4th, Jim Sherrill; 5th Larry Baggett.

0-100-B

1st, Jim McCartney; 3rd, Larry Milton.

101-125-A

1st, Eddie Brasher; 2nd, Bill Uzzell; 5th, Glenn Terry.

101-125-B

1st, Bob Pike; 3rd, Roy Kaye; 5th, Eddie Meadows.

126-200-A

3rd, Gerald Henderson.

201-250-A

1st, Tom Penton; 2nd, Vern Street; 4th, Henry Bostick.

201-250-B

4th, Robert Daniel.

Open-B

1st, Ronald Brady; 5th, Mike Davis.

Powder Puff

1st, Lynett Poole; 2nd, Carol Jones.

Jr. Father-Son

1st, Ron and Terry Brady; 2nd, Don and Donnie Westfall.

Sr. Father-Son

2nd, Glenn and John Terry.



Now making Smyrna, Georgia his home 21 year old RON HUFFMAN originally hails from California. He has been riding the National Circuit for a little over a year and was sponsored by Cycle Village of St. Petersburg. Now he is riding for Honda of Piqua. His best efforts were in the Winter-AM Series where he ended up fifth in the series and the first non-factory supported rider!! Ron is a fast upcoming rider and will generally place himself in the top ten at any race. While at Penton Imports one week, when a race was near, we asked him some questions about the Pro-M-X Circuit and himself.

K.T.: Ron, how old are you? Where do you come from and how did you start racing?

Ron: I'm 21 years old, from Cupertino, Calif. I started racing in late '69 and rode for a year before going to my first Moto-Cross race, which I rode. I had never seen one before this point. Through magazines I decided that that's what I wanted to do. I continued to race since then, but never on a regular basis the first year. The races were pretty on-command, maybe once every three months at the most. After 3 races I turned expert. There was a local race that some fellows I used to race with put

on. It was my third race and they wouldn't let me ride in the novice class. It rained all day and I won. There weren't too many big guys there or something. I raced 125's for years and ever since then I was racing for money.

K.T.: How did you get down to Florida riding for Bill West?

Ron: I guess it was '73; I went out with a friend of mine. We went out to ride the winter series there and Grand Prix Cycle sponsored me at the time on a CZ they set up. It was arranged before hand with the West Brothers for me to work on my bike at their shop in St. Petersburg. We had no success in the series and went back. Then the next summer Bill called me up and asked me to ride a Penton for him. It was better than what I had at the time so I took it. It was the end of August '73. I've been there ever since, until a few months ago.

K.T.: Then the Winter Series was your first real pro campaign?

Ron: The Winter Series before was the only other serious thing I'd ever done, not really knowing what was going on was a waste, but the beginning of this year in January, I took everything seriously.

K.T.: Relatively unknown until the Florida series you placed fifth overall and were the first

independent rider who wasn't factory sponsored. How'd that series go for you?

Ron: Yes, I was happy where I finished. The last couple of races I messed up on. I think I could have finished a little better—a place or 2. But that was the best I'd ever done, made a lot of money doing it, and it was well worth it. It was really the start of a good beginning, I guess.

K.T.: Just for the riders out there who race local moto-cross, how do you really get in it. People say it's all professional riders, well how do you really get there, how do you become a professional rider to ride in these special events?

Ron: Most were local racers like everyone else, starting out on a local basis and racing until he feels the competition isn't getting any better and he isn't learning anymore. Usually there are a certain amount of professional races that are always in your local area. Ride one or two of them, if you're good enough and it builds your confidence you should travel and try to make the rest of them.

K.T.: Talking about traveling, what's it like traveling out there? Is it lonely or is it fun? I I mean you would have to be a certain type of person to want that type of life, wouldn't you?

Ron: Yes, in a way, it's hard at times but there are a lot of rewards in it too. Part of it is traveling around, all I care about is being along. It's easier for me except the driving part can get pretty boring night and day. But you get to see more of the country than you would another way. There is no way you can take a vacation and see all the stuff that we do, traveling race to race.

K.T.: In professional races every week you must race pros who you know you can't beat unless mechanical problems face them. How do you set your mind to this.

Ron: I think the best way is to have some type of goal. In the Winter Series that's what I did. I let it drop now ... I think that some people set goals to win right from the start. I try to set goals I can reach and work at, physical conditioning, having my bike prepared, my mental out look where I know I can go as fast as the top guy.

K.T.: What do you do to get yourself in shape, any tricks of the trade or anything?

Ron: There's no real tricks, except a lot of work and determination.

Most of it is physical conditioning. I train two and three days a week usually an hour or so in the morning, however, it's better to do it more.

K.T.: That would be more like calistenics and things like that. Not so much on riding itself.

Ron: No, since the first of the year I've only had time to ride on Sundays. Too much work getting the bike ready and traveling from race to race, to spend any time practicing.

K.T.: How many hours a week do you spend working on your bike and getting it ready after every race?

Ron: A good 25 hours at least and sometimes more and sometimes less.

K.T.: You just can't like your riding and not like your nuts and bolts?

Ron: No, you have to spend time with it or it's not going to do what you want it to.

K.T.: Do you find most professionals do most of there work?

Ron: Yea, except the top 10 or so. A lot of those have professional help, but most everybody does his own work. To me there is no one I know that I could trust. No so much the trust thing, but, to say he worked on it. Then trust that I could go out on it to ride a 40 minute moto. I would rather yell at myself than try to blame it on somebody else. If somebody else does help me during the week, I have to check everything over that somebody else does.

K.T.: It's better going out on the course then knowing you tightened your axle bolt and maybe some guy did or didn't.

Ron: It's either some guy doing it all and me not looking at it at all or doing it all myself.

K.T.: You're just getting done with the National Series, how have you done to date?

Ron: I finished the first 2 races in California, I did all right — 9th and 11th. I didn't expect to do much better than that. I missed two or three Nationals in the middle. It was two — one in Michigan and one in Virginia, I DNF one in Ohio, it was a mud race. I rode the last three a month or so ago. I hadn't finished as well as I hoped to.

K.T.: You're mostly around 10 or 12 in overall scoring?

Ron: Yea!

K.T.: Do you consider this good or bad; there are a lot of people behind you?

Ron: To me I consider it pretty bad. I expect to get in the top ten. Whether it's lack of physical con-

dition or bike preparation or something I forgot to do.

K.T.: The Fall Series is coming up. Are you going to ride it?

Ron: Yes!!

K.T.: Do you need support?

Ron: Yes, and for financial reasons I can't afford to ride.

K.T.: You race against the same people every week. Who really looks promising and is coming on real strong? Who do you think is the best United States Moto-Crosser? The one you have to race against every week. You get up on the line and there's that one person all the time you know you have to beat to win.

Ron: I don't think there is one person that you could pick out that wins every week, and say he's the best. It really is strange, but it seems like somebody wins a National. Somebody different wins every week.

K.T.: Do you think the American riders have sorted themselves out yet? Do you think they have obtained the European consistency and speed where they can compete against them?

Ron: I think there is for a short period of time, but I don't think anybody yet has put in a consistent series of wins, like the Europeans do. During Grand Prix Season or something like that there is no one dominate rider that can say he has won 5 weeks in a row. Due to mechanical or what other, I don't think it's happening.

K.T.: Do you think that natural talent is most important or must you work at it?

Ron: I think most work pretty hard at it. I think in the beginning there is natural talent involved. When it's to a professional level, to stay there and win, everyone has to work. Maybe some more than others but I don't think there is anyone that can say he can win and not work at it.

K.T.: Do you think that is where the Europeans may have it? I know Rodger DeCoster started coming over here quite a few years ago and at that time he wasn't really a star. Everyone said WOW!! He did all these fantastic twist-ups, etc., and all of a sudden he had 3 or 4 World Championships in a row. People like Mikola seem to be there every year. Do you think it's a state of mind?

Ron: It's all part of the state of mind. You have to know you're in the best physical condition, you

have the best motorcycle, and you have as much or more skill as anyone there. It's something you have to work at to get, but I think DeCoster worked at it and did it and we all have to.

K.T.: Do you feel you're at an advantage against some of the factory riders?

Ron: In Florida I thought it was an equal to just about any machine there and the sand in Florida takes a different bike really, than it does in a lot of different places. There I thought it handled as good as anything and the power the same. But in the last 6 months there has been a lot of development in manufacturing. It still can be competitive but it's going to need more refining. Every works' bike has different characteristics than any other works' bikes. It's hard to define what's good or what's bad. I think it's the best competitive chassis to start out with. I think it's all there. It just has to be put together right.

K.T.: In other words it has to be more tailored around the person if he is really going to be serious about professional Moto-Cross?

Ron: Yes!!

K.T.: What about the young Moto-Crosser who's looking forward to becoming a professional Moto-Crosser like you someday, running around the country. What advice could you tell him as far as how to get ready from the amateur ranks or even from the professional ranks?

Ron: I think the most important thing is to concentrate on his mental out look, to be a smooth and consistent rider rather than an all out crash or die rider. I think DeCoster is probably the best example of smooth and consistent. All his moves are planned out ahead of time. You've got to think all the time.

K.T.: We wish you luck, and where do you go from here?

Ron: Alabama.

PENTON RIDERS DOMINATING HARE SCRAMBLES

If it's one thing our cycles excel at it's Hare Scrambles and with that season upon us the win columns are starting to grow with the overalls and class wins. Here's a sample:

The Haspin 100 in Lauralville, Indiana saw ISDT rider RON LA MASTUS take their 100 mile Hare Scrambles in fine shape for the overall win.

Prospect Hill, N. C. saw the 125 mile Cross-Country race in team competition won by solo rider WOODROW JOHNSON on the open Penton. Woodrow took overall without a riding partner. HENRY SNUGGS/WAYNE HARRISON took 3rd on a Penton in the 0-200 class.

Lawton, Michigan, saw a 3 hour Hare Scrambles won by DAVE DUDEK of Lawton as he piloted his 250cc to the top of the heap. Other Penton riders doing well were JAMES DAVIS, open class winner; JAY JARBOE, 2nd 200cc class and TOM COLES, 3rd 125cc class.

Dowerston, Ohio, saw Hare Scrambles ace GARY YOUNKINS whiz his 250cc to another overall for the umpteenth time over some strong challengers. DOUG WISECARVER took the 100cc class. LARRY COURSEY was 3rd in the 175cc class.

Ashland, Ohio, saw REGG RADER, M-Xer in disguise, take overall win on his Penton with DOUG BURCHER and LARRY COURSEY taking 1-2 in the 175cc class.

Butler, Indiana, Tri-State M.C.'s Hare Scramble saw HOWARD MILLER from South Bend lap everybody for the overall win on his 250cc. TOM DULHANTZ and CHRIS STANFORD raced to 3rd places in their classes.

Tiffin, Ohio, saw Penton riders sweep 3 classes with a rout in the 175cc class looking like this — BOB JACHEY, JR., LARRY COURSEY, JAMES SLATO and BOB WELCH. The 250cc class saw CHRIS STANFORD take the 1st and TIM KINGERBERG and BRUCE WILSON took 1-2 in the open class.

Senecaville, Ohio, first race of the

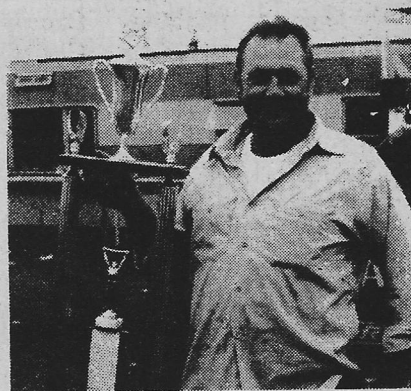
season saw GUY LONGWELL take his Penton to the overall position for one more overall win.

As you can see from a small sample of the Hare Scrambles over a 2 month period, Penton riders have certainly been putting in good rides, but Hare Scrambles are fun for all ... Many riders who run Hare Scrambles may not believe it but many parts of the country do not enjoy this form of competition. To those who don't ... please try to talk your clubs in the area into sponsoring some ... Hare Scrambles are a unique event in that everybody can go out and ride for 2 or 3 hours to his heart's content and not have to beat his brains out unless he wants to ... it's one of those events much like an Enduro in that if you tire or just feel like quitting or get passed a million, zillion times, "who cares" — it's fun and that's what riding is all about ... To run a Hare Scrambles is very simple ... get about a mile, or 2, or less, or whatever in a closed course and get it tight, but not impossible, what is good about most Hare Scrambles is you aren't forced to go 70 mph off a jump you'd rather not. Put up a gate for each class and score them by the number of laps they run in a certain amount of time — usually 2 hours.

In Hare Scrambles everybody is running at once but after the first couple of laps the crowd problem on the course and at the checking gates sorts itself out.

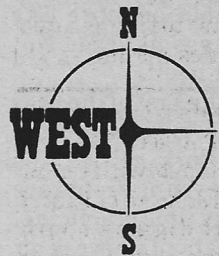
As the old saying goes "try it", you'll like it.

JIM WAYNE WINS HI-POINT FOR SEASON!!!!



JIM WAYNE OF Cleveland took his 175cc Penton to the Hi-Point Trophy for the season from Mespo Meto Sport. What beats all is that Jim is 42 years old and has won two overalls and eight first places. Jim rides out of one of our fine dealers, Maloney's, from Cleveland, Ohio.

THIS IS PENTON



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

Christmas is just around the corner and the rush for accessories has just come upon us. We now have in stock the new wet look Jackets that make great gifts. The Part Number is 480N. As winter is here, our new ski hats with logo are selling like hot cakes.

NEW ZEALAND'S FINEST!!!!

Ivan Miller has returned for a week and now leaves for his home in New Zealand. It has been a great experience for us at Penton West and we hate to see a friend leave.



One of New Zealand's best Grand Prix riders has made his first visit to the United States. Ivan Miller has been in the United States since September and has just left for home after a long absence. Before visiting the U.S. Ivan spent 8 months in England, racing as a pro moto-crosser. He came to compete in the Trans-A.M.A., for Honda of Piqua on a 400cc Penton. He would like to return to the United States next year to race as a pro moto-crosser. "I feel the competition here is a lot greater because you have a 250cc Class along with an Open Class."

Ivan is 24 years old, and has been racing since he was 11 years old. He has ridden all kinds of bikes from CZ, Husky, Bultaco, Suzuki to a Penton. He holds Grand Prix Titles in

New Zealand, Austria and runner-up in England. He also has raced in Europe for the past five years.

In order to keep his physique in the best of condition he works out twice a week and tries to ride as often as his tight schedules permit.

With this letter, we see the passing of a great classic. The second to the last roundup at Hopetown is now just a passing Ala Elsinore G.P. and Catalina. The dirt diggers south have thrown in the towel rather than keep fighting Bob Hope's organization. Our sometimes on back order service manager, Carl Cranke won the 100cc and 350cc classes.

Ron Huffman has finally returned home after 10 months of moto-cross across America. After doing the last two Trans-AMA races in California, he will be taking a short vacation before starting the 1975 season. All of you up and coming racers should have the determination and desire that Ron has.



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

We at Penton R&D were in true amazement the other day. We received our ISDT bikes, and inspection showed them to be just barely broken in. After 1100 miles of screaming up rocky and rough Italian hills, the machines were in better condition than after any one of our muddy enduros. Due to the absence of mud in Italy, chains, sprockets, and bearings wore only slightly faster than on a road bike with as many miles. I took my 250,

welded a broken exhaust pipe bracket (attributed to a fourth day fall), put on a speedometer, and took it to the Cotton Boll National Enduro. No further work was necessary.

After returning from the Texas Enduro I tore down my top end just to take a look. Except for the last 1/8" of the skirt, the piston had all its machining marks. Ring gap increased only .003". Any wear was negligible. With regular oil changes and proper attention to the air cleaning system ("Waterproofing the Engine", Keeping Track No. 16), there should be no reason why this engine can't go a whole year of weekly competition without a tear down. That's pretty good for a racing machine, I think.

Many people have been wondering what kind of trick motorcycles

we had at the ISDT this year. I believe that the people who saw my bike at the National in Texas were a bit surprised to see how very stock it really was. There were a few little things here and there to improve the motorcycles, though, and I think that I'll prepare a rather extensive article for next month's "Keeping Track" in which I'll tell how a Penton owner can have a International Trials motorcycle second to none in the world — factory bikes included. In addition, I'll try to shed some light on the diminishing gap between M-X, Trial, and Enduro motorcycles.

The National Enduro circuit is now in the prime of its Autumn Season, and the riding is at its best. I'm sure I'll see many of you along the way. "Happy Trails" to all.

NATIONAL ENDURO SCHEDULE SET FOR '75

Twenty-two National Enduros have been granted by the AMA for the National Championship Enduro class. As last year some of the classic runs are missing. Notably Jackpine, Little Burr, Stone Mountain. Also a very hot and contested rule put in was the speed change rule making it mandatory for a speed change in National Enduros.

Already there are petitions being circulated to rescind this rule. Most people and clubs have a hard enough time understanding a 24 mph average and different speed changes thrown in will leave nothing but mass confusion for the beginning riders, the ones that

finally figured out the 24 mph, and a hassle for the clubs who of late were getting the time thing finally together. Most riders we've talked to are afraid the Enduros will change into those nightmare West Coast ten time change enduros where selecting and scoring a winner is more like a lottery. We at Penton think the placing of checks and the savvy and know-how of the rider is more important than being a mathematician or buying a rally computer for several hundreds of dollars or more to just figure out if you're 20 minutes late or not!!!

We haven't heard one good reason yet why this rule was put in!!

1. Feb. 23	100 Miles	Little Harpeth, Nashville, TN
2. Mar. 23	150 Miles	Lonesome Pine, Washington County, VA
3. Apr. 6	100 Miles	Curley Fern, Whitings, N.J.
4. Apr. 12	125 Miles	Red Garter, Los Padres National Forest, CA
5. Apr. 13	100 Miles	Fallen Timber, Delta, OH
6. Apr. 20	125 Miles	Post, TX
7. Apr. 27	100 Miles	Forest Hill, CA
8. May 4	150 Miles	Burr Oak, Shelby, IN
9. June 8	150 Miles	Black Hills, Olympia, WA
10. June 15	150 Miles	Porcupine, Harrison, MI
11. June 22	150 Miles	Foothills Classic, Backus, MN
12. Sept. 14	100 Miles	Talladega, AL
13. Sept. 21	100 Miles	Lawrence, KS
14. Sept. 28	150 Miles	Chatsworth, N.J.
15. Oct. 5	100 Miles	Black Coal, Lynville & Warrick City, IN
16. Oct. 12	125 Miles	Central Village, CN
17. Oct. 19	125 Miles	Pecatonica, IL
18. Oct. 26	150 Miles	Apalachicola National Forest, Tallahassee, FL
19. Oct. 26	100 Miles	Stonyford, CA
20. Nov. 2	125 Miles	Ft. Hood, TX
21. Nov. 9	125 Miles	Barstow, CA
22. Nov. 23	125 Miles	Redwood National Forest, Klamath, CA



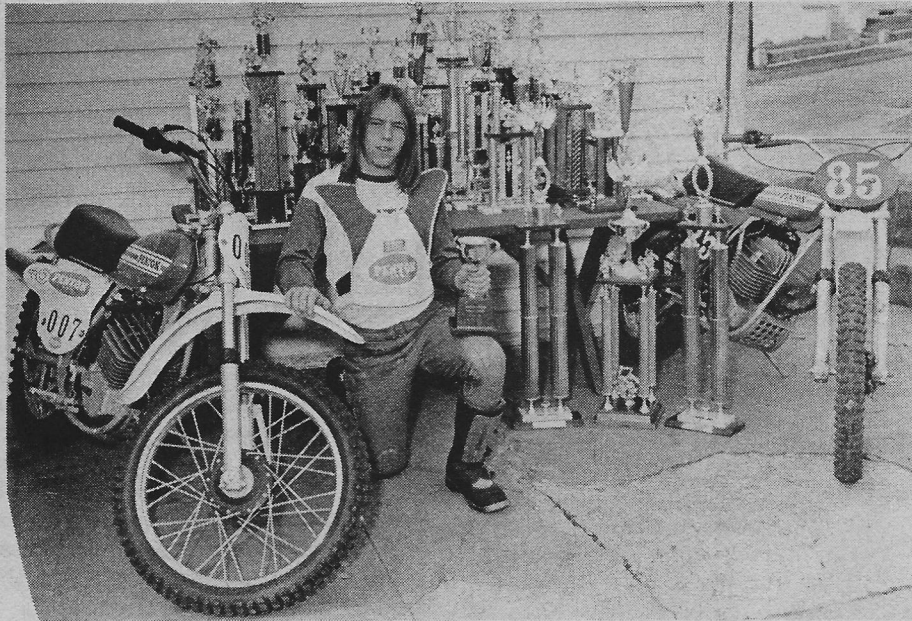
Making time up a rock wash in Oregon. Photo Rusty Rae.

Woodrow Johnson, on a 400cc Penton, was the overall winner in a 4-hour Enduro in Gold Hill, North Carolina. Johnson rode the entire race to win while others had a second rider.

Winning is not new to Johnson. In the past seven starts he has finished first on his 400cc Penton.

Other Penton winners in the Gold Hill event were David Rickard on a 175cc Penton who finished first and Mark Sexton with help from brother Timmy took second on a 125cc Penton in the combined 200cc class. Penton took four of the top six positions in the 200cc class.

Pictured left to right: Woodrow Johnson, David Rickard, Mark Sexton and Timmy Sexton.



KELLY BOWEN, 17 year old M-X racer riding out of K & R Cycles, Hannibal, Missouri is setting a very impressive record in the N. E. Missouri and Southern Iowa Region. Most of the trophies were won on his 100cc Penton. Kelly has recently started riding the 250cc class and has won several 1st places on his 250.

He was overall winner for the year in both the 100cc and 250cc classes at the Lucky Wheels Moto-Cross Track in Auxvasse, Missouri.

First Time Penton Rider Becomes A Winner

A first time Penton rider goes to his first Hare Scrambles and pulls out as a winner. MARC YOUNG of Chandler, Ind. did just that. Marc is sponsored by Southern Illinois Honda and rode a stock 175cc Jackpiner. In his words, "What handling and what a motor!"

We here at Penton wish him the best of Luck!



RESEARCH

PENTON



PENTON

DEVELOPMENT

LET'S DO IT RIGHT

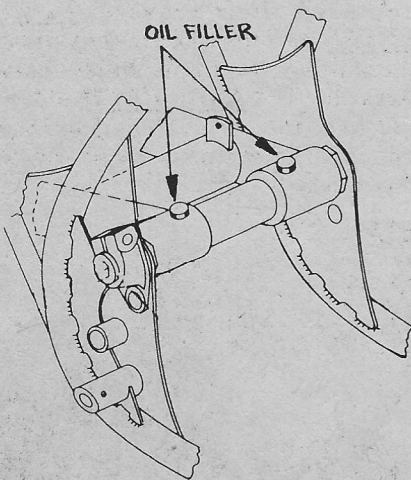
J. D. SLATER

During the last few weeks our service has slowed up due to the fact that we have moved. The Service Department, which was located at 1900 Elyria Avenue, is now located at 3709 W. Erie Avenue.

If you have any questions or problems, please contact your dealer or have your dealer contact us.

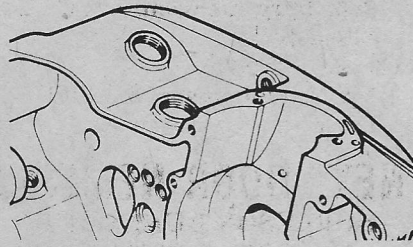
As you know we have had some problem with mag seals, however the seal that we are now using seems to give a much longer life and can be recognized by its steel outer casing.

Now that the cold weather has set in the rain seems to have come with it. There will be a few mud runs going on. After running Moto Trash all year you probably haven't checked your 175, 250, and 400cc swing arms. You know they have an oil reservoir in them and the oil lubricates two needle cage bearings. It would be wise to see if there is any oil back there. By the way, they are very hard to replace.



A lot of the motors that come to the service department have had the left side stud missing or stripped out. If it is missing, it can easily let water in, either from washing the bike or mud from racing. When installing the stud, make sure the treaded end

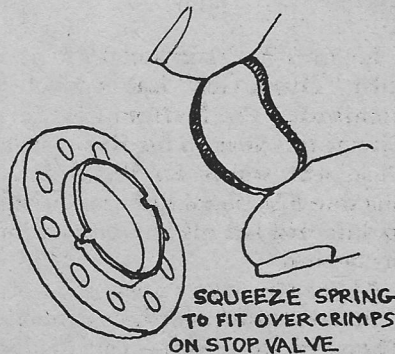
of the stud is at least 1/2" long. This allows the stud to go completely through the case, giving it much more strength. (Stud. holds left strut from frame of KTM Motor).



CERIANI 35mm FORKS: VALUE WAVE SPRING

It has been our experience that occasionally the 35mm Ceriani Front Forks lose their dampening after a few months of constant use, even with frequent oil changes and all other attempts to correct the problem.

We have finally discovered that the wave spring on the stop valve (Part No. 1.209.0610) was collapsing. We have manufactured replacement springs of superior steel which will not collapse. They are now available as Wave Spring Part No. 1.209.0612 (2 per set).



DANNY YOUNG WINS HIS FIRST NATIONAL BLACK COAL



The weather was perfect for an Enduro, the sun was shining bright and the temperature was warm. This event is usually plagued with rain and the trails are usually 3 inches deep with mud. But this wasn't the case this year, the trails were dry and almost pleasant to ride.

This event has quite a few "Big Name" Enduro riders such as Dick Burleson, Jim Simmons, Danny Young, Tom and Jack Penton. So this race was a battle of skill as well as determination.

The officials had everything on the up and up, with all of the laws being followed right to a tee. Those who had marked the wrong serial or frame numbers down on their entry form, had to dish out more money to re-enter for the event or go home. It was the same course as last year except it was run in reverse. The course was marked extremely well with the first check being 30 miles out.

In the 100cc-A class Pentons finished with Don Wierman 1st, Jesse Huggins 2nd, and Dick Wingham in 3rd. The 100cc-B class saw Paul Taylor on his mighty Penton finish in 3rd place.

The 125cc-A class saw a lot of Pentons finish in the top of their class. Bobby Thomas wound up his Penton to finish 1st, followed by Bob Powers in 4th, Al Bergquist in 5th, Ed Schmidt in 6th, Norman Bergquist in 7th, and Dave Steiger in 8th. The 125cc-B class was also going to see a Penton rider finish first—Kirt Layman. Mike Sanders finished 4th on his Penton followed by 6th place finisher Ron Christian.

Leo Layman finished 3rd in the 200cc-A class followed by 6th place finisher, Billy Barrier. It was David Goins in the 200cc-B class who came

in second. While Alan Rowe was holding on to his 5th place finish, Howard Goffman and Mark Johnson were fighting for 9th and 10th places.

Although the other classes had their excitement, the 250cc class had the adrenalin flowing with Art Blough and Tom Penton. The two Penton bikes roared through the wooded trails — it was anybody's race. Neither Art nor Tom really knew who had won until the final tally was in. Art had beaten Tom by only one point.

Another big battle was the one going on between Danny Young and Jack Penton. Jack would have had second overall but his efforts only ended in getting disqualified when his first digit of the engine's serial number was different. Jack said, "I had written them while using a flashlight the night before".

Danny Young on his 175cc Penton took the Grand Champion, which he deserved. Danny along with receiving his Gold Medal and trophy, also received a huge piece of coal.

DANNY YOUNG TAKES HIS 2nd NATIONAL

The 125 Mile Gobble Getter National Enduro in Maplesville, Alabama turned out to be a time keepers' run as Danny Young took his 175cc Penton to the top spot with a loss of 2 points. But according to most riders it wasn't all as easy as the 2 point loss made it out to be. The wood sections were extremely tight and you really had to hustle to get to the checks. According to Tom Penton he thought he had one of the best rides of the season only to find out he didn't at the trophy presentation. Penton riders put in a great showing by winning 4 classes.

Our General Manager and Penton Team Manager Larry Maiers suffered a bad spill early in the event and sustained 5 broken ribs. Larry is not feeling very well and we all hope he mends fast.

Penton Winners

- Hi-Point Danny Young
- 200-A 3rd, Jack Penton
- 300-A 1st, Art Blough; 2nd, Buddy Birdwell; 3rd, Ed Crocker
- 100-B 1st, Bobby Day; 2nd, Hal Moore
- 125-B 1st, Bill Nida; 2nd, Dwight Rudder
- 300-B 1st, Bill Price
- Junior 2nd, Kevin Taylor

BURLESON & PENTON OUT HUSTLE EVERYONE AT THE ZINK NATIONAL ENDURO

Skiatook, Okla., Nov. 17th. '74 National Enduro Champ Dick Burleson nipped Tom Penton by 3 points to take his 9th national. The 125 mile national on the John Zink Ranch was what could be called challenging. Plenty of marks were lost by the top riders so from there it's downhill. Penton riders again put in a good showing . . . here's the results.

A-Champion

Tom Penton

Lt. Wt. Champion

Jack Penton

Class A-0-200

1st, Bob Powers; 2nd, Dan Holman; 3rd, Bill Uzzell

Class A-201-250

2nd, Jim Burt; 3rd, Charles White

Class B-0-125

2nd, Jerry Atchison; 3rd, Gordon Silbaugh

Class B-125-200

1st, Mark Johnson; 3rd, Bill Dunn

NEXT DOOR NEMESIS BURLESON BURNS THE NATIONAL ENDURO CIRCUIT



Burleson in former years on his Penton. We miss Richard!!!

Richard Burleson former Penton rider "Thank God" has completely dominated the National Enduro Circuit this year on his Husqvarna. Dick, who works for Husky East, has won 8 National Enduros overall to date and left all his competition far behind.

About the only consolation we Penton riders have is the last 3 out of 4 Enduros we've won — Tom Penton at Cayuta, Dan Young at Black Coal

and Jack Penton at the Cotton Boll. We've taken runner-up many times to Richard but he has proved superior.

With Richard working in the same city, Lorain, as we at Penton I've got some of Dick's thoughts on the National Enduro Championship at the beginning of the year. Dick at that time exposed that the Enduro Championship was what he was going after and pursued it vigorously. He shunned the 2-Day Qualifiers when they conflicted and only let the Enduros become first in his quest. He practiced and worked on his bike continuously and his efforts paid off impressively.

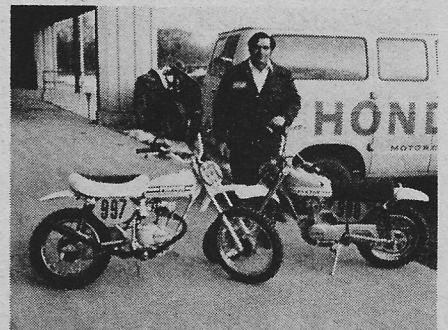
We at Penton congratulate Richard and just like to say "watch out next year, Richard, we're going to beat you if you're not on a Penton" we hope!!!

HENRY BOSTICK WINS PINEY WOODS ENDURO

Sept. 23, Woodville, Tex. HENRY BOSTICK of Dallas, Tex., took his 250 Penton to the overall at Piney Woods Enduro. This was the last Enduro of the Texas State Championship Enduro Circuit.

2 PENTON RIDERS WIN CLASSES IN TEXAS STATE ENDURO CHAMPIONSHIP

Woodville, Tex., Sept. 21. The Texas State Championship Enduro Circuit hosted its award banquet for the '74 season and two Penton riders captured their classes. E. W. BRYAN took his 100cc to the Championship win. E. W. hails from Amarillo, Tex. MIKE DAVIS of Irving took the 250cc Championship honors. Congratulations to these fine riders.



Ronnie & Lana Dunfee's new Penton 175cc & 400cc Pentons from Ralph Haslage of Penton Bros. Honda, Amherst.

PENTONS SWEEP FRANKLIN 100 PACED BY BARNEY WILLIAMS

Franklin, Ga., Oct. 27. Billed as part Enduro, part ISDT, part M-X and part Hare Scrambles, the first Franklin 100 was a solid success as over 500 entries showed up. When it was all over 333 riders earned medals, which were awarded instead of trophies. In the overall scoring **BARNEY WILLIAMS** took one of the new "Mint" 400 Pentons to the overall win. A terrific accomplishment for Barney who hails from Lawrenceville, Ga. and has put in some great rides on Penton cycles.

But Barney wasn't the only Penton rider putting in great scores. We won every class except the 250cc and Senior. **FRED BROWN** took the 100cc class followed by **ROBERT DAVIS** and **FORREST HARDEMAN** for a clean sweep of the 100cc.

DWIGHT RUDDER took the 125cc Six-Day to the top of the 125cc class and another clean sweep in the 200cc class had **JOE SCALF**, **MIKE McEVEN** and **PHIL CRIDER** finishing 1, 2, and 3.

Our Penton South man **DON ROSENE** took second place honors in the 250 class and fifth overall!!!

JEFF HILL on another 400 Penton didn't let any grass grow between him and Barney and had to settle for second overall and first in the Open Class losing out to Barney by 25 seconds.

In all it was a great showing by the Penton riders in this tough Ga. run and these boys now are consistently the ones to beat in the competitive Hare Scrambles and Cross-Country races in Georgia.

FLASH!! 100 MILE OZARK HILLBILLY NATIONAL

Here are a few of the results of the 100 mile Ozark Hillbilly National. Complete results will be in the next issue.

100-A, Jessy Thomas; 125-A, Bobby Thomas; 175-A, Danny Young; 250-A, Tom Penton. B-Class Champ: Bob Popiel.

Overall: 1st, Dick Burleson; 2nd, Tom Penton; 3rd, Art Blough; 4th, Gary Yonkins; 5th, Ed Schmidt; 6th, Danny Young.

DISTRICT 15 PENTON RIDERS HAVE GOOD SEASON

Penton riders in District 15 Moto-Cross put in a good season with places in every class. **Jim Nikerson** was second 100cc and **Mike Cox** was sixth. In the 125cc class **Rick Walsworth** was fourth and **Terry Davison** sixth. The 175cc class was full of Penton riders with **Buck Walsworth** second, **Rob DeMoss** fourth, **Dave Flanders** fifth, **John Miller** sixth and **Carl Pacterson, Jr.** seventh. **Rick Walsworth** was first 250 and also State Champion. **Buck Walsworth** was the Open Class Champ.

250B riders doing exceptional were **Howard Miller**, **Dave Thomas**, **John Schmidt**, and **Tom Schmidt**.

All these riders will be honored at the District 15 awards banquet in December.

2-DAY QUALIFIER SCORING AND TEAM SELECTION RULES CHANGED!!!!

Westerville, Ohio. The AMA hosted a meeting for the coming up '75 2-Day Qualifier series and all the interested manufacturers, press and AMA Officials were involved.

A new scoring system was devised so there would be a better way of choosing the National Trial Champion after this year's 3-way tie with 3 co-champions. It was also decided that there would be class champions to make the event more interesting and allow the smaller capacity cyclist to have some glory.

Also a new way of choosing the National Teams had been discussed and a selection system incorporated. When everything is finished we will give you the dates and scoring and selection system when published.

1st '75 ISDT 2-DAY QUALIFIER SET FOR JANUARY 18 & 19

With '75 just a couple of weeks away the '75 2-day qualifiers series is off to a start with the first event be-

ing held January 18 and 19.

The event will be hosted by the East Coast Enduro Association and will run out of the Chatsworth, New Jersey area ... famous for the Curley Fern National Enduro.

For Entries write to the:
East Coast Enduro Assoc.
Box 688

Forked River, New Jersey 08731

If you attend be sure to get out the best in winter garb and in January it's going to be COLD!!!! The first day is approximately 200 miles and the second day, 180.

We will try to get a firm schedule on the other qualifiers as soon as possible.

'75 ISDT GOES TO THE ISLE OF MAN

Austria had given word that they would host the 50th ISDT and everything looked like go with us planning a tour to the beautiful Austrian countryside. But, Austria declined a few weeks ago after a split in the Federation over the cost of hosting the event.

The 1975 International Six-Days Trial will definitely be held on the Isle of Man. The dates for the Isle of Man's third ISDT will be October 13th to 18th. This is one month later than usual so the club has more time to organize due to the shorter notice.

For those not familiar with the Isle of Man, it is located off the western shore of England and has been the site of the famous T.T. Road Races for many years.

The tour we were planning when the Six-Days was supposed to be held in Austria is now up in the air and we will not know for a couple of months if we will be switching the tour to England and the Isle of Man at this time.



**"KEEPIN TRACK OF
PEOPLE"**

DON ROSENE & DANNY YOUNG

Larry Maiers, General Manager of Penton Imports, recently announced the appointment of Don Rosene to the position of Manager of Penton East. Taking Don's place as Southern representative is Dan Young.

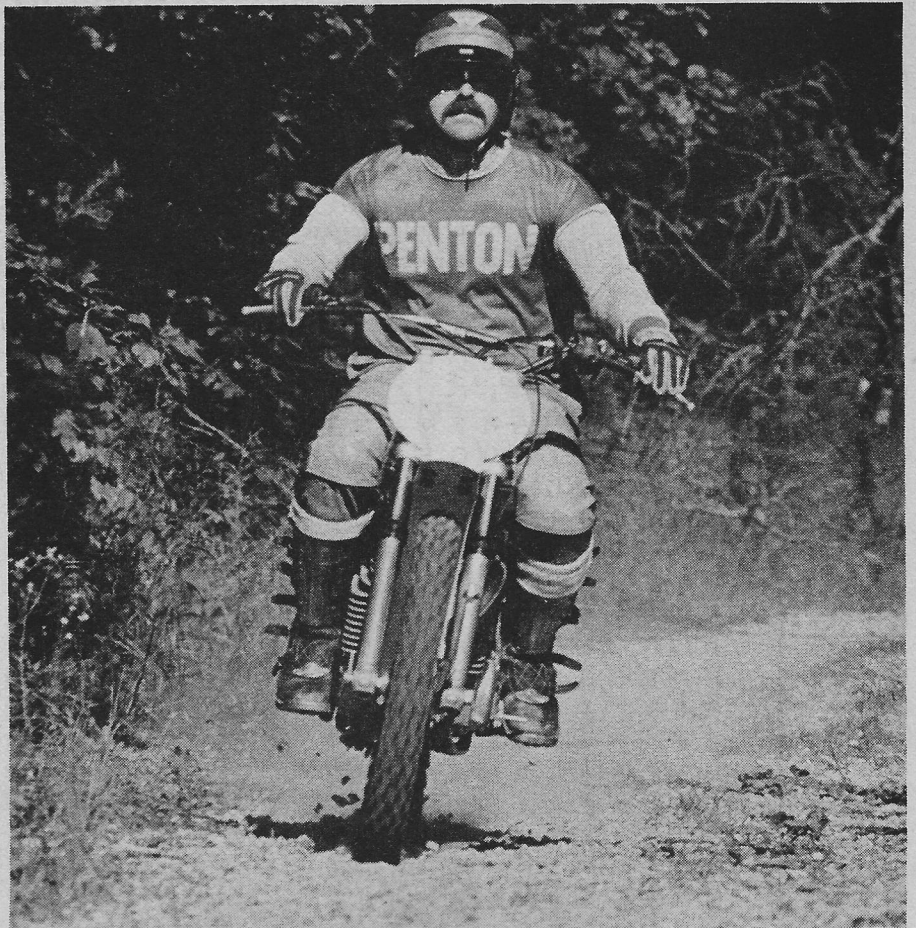
Don has been with the Penton organization since March of 1973. His time has been spent building and working directly with Penton dealers in the South. In his new position, Don will have total responsibility for all Penton East dealer activities and administrations.

Don is 30 years old, single, and a pretty fair country rider. Among his most recent accomplishments was the overall win at the Talladega National Forest Enduro, 7th overall at Hungry Creek, and a 5th overall at the Franklin 100.

Replacing Don as Penton's Southern representative is Dan Young. Dan is also single, 22 years old, and one of the top Enduro/Trials riders in the country. During the qualifiers for the 1974 ISDT, Dan earned four golds and one silver. He finished the Italian ISDT, and earned a Bronze medal. Since then, he has won two National Enduros, was 2nd overall in two National Enduros, and was 6th overall in another National. In addition, he has found time to win two more overalls in South Carolina, and a 2nd at the Erwinton Hare Scrambles.

Riding is not Dan's only strong point. He has a thorough understanding of dealerships gained while working as the Service Manager of a prominent Penton dealership.

Dan will report directly to Don Rosene.



New Penton East Manager Don Rosene



New Southern Representative Danny Young

REVELRETRATSAGFORKSTOPERFTIALLIGH
 AXLVESNOTTSIPXODAEPSRETSUJDANIAHC
 BAAIVOHANDLEBARCLAMPSPEOCRIVDIBVC
 RHIRAREXALESIMTHROTTLECABLEJROWLO
 OURDRUEMURDTFIHSOTHGILDAEHOBALUSF
 HSBRICATROBERTALASELPPINEKOPSTSUR
 CTEEPSHTEISNIAHCBGBFEULLIXERCAEXO
 NSKTSDEALMPBGEAOSBRAKERODSAHALSLN
 ARIETNMRIPOORIEUOSEETOHTFBLSLAAT
 EESMIAOUONRDNADNRAASOCKSEEPISVCEB
 KBSORBDBCUGLETKTBEKFOOTLVMNDPREDR
 ARODEMARFMAUTEUEETXALRDEHEDEINNKA
 ROFESIEROESOATPRROBHBNRGNISININK
 BSFERREAPBTSTROSSSELXAIRPOXETRIGAE
 ABOPOIPCFRALAO DHHECHGUQITBAAGRNTL
 SAOSKESPOENAIHOAOSUNRISSUOVNOAEFE
 EKFRONTFORKS LTOFCOTUAGETTIIIDSPCAV
 CCSAOSABTIDCLFRRTKHC MUQROPTKRRSAHE
 AORMLCORPAEEIACSERH BGE CNIIAAEPLSR
 RHESSAGAEMCDGRIPSEEEENDNOHSPKDABKI
 BSVTTRDKGBASHSORPHSNSUNASSOENCENN
 EEAOLBLESALKTKLOATIRCPSICKSTETLAG
 DTEROUOPPNONONOCRANS PROCKETHFOBR
 IALHBRIEERCNPACKKENWHOPKDYXREOACP
 ULTTYEHDALEAHRKESRRIOSACENYONBCTI
 GPFHTTSAMTBTACOTE BENTHRIOSSTBKERN
 NRIGIOHLAADAFCOTCVBVGRUTDORSTKRKUI
 IEHIRRNEEDCLCISUTREAO TSB EYULAOACO
 ABSLUCSEALTESHSHSLALRDGKDRIPERFREN
 HMEPCA ILODBOKNC SOCEMANNDLEHUBSBEG
 CULOEXHUASTPIASTOCKIT IAGULPKRAPSE
 DNATSRETHNECHAIRIUOOCLOTHROTLEBRIA
 NIXSIDETALPEKARBOLHYSGNIRNOTSIPOR
 ETALPDIKSPEDORGNITCENNOCHAINGUIDE

WORD PUZZLE FIND THE WORDS

Find the following words in the above puzzle. The words can be upside down, crosswise, up and down and crossover.

Seat
 Gas Tank
 Handle Bars
 Tires
 Fenders
 Frame
 Hub
 Sprocket
 Countershaft Sprocket
 Exhaust Pipe
 Shifter Pedal
 Brake Pedal
 Starter Lever
 Clutch Lever
 Front Brake Lever
 Front Forks
 Swing Arm
 Shock Absorbers
 Chain Guard

Brake Rod
 Clutch Cable
 Brake Cable (Front)
 Throttle Cable
 Throttle
 Grips
 Fork Boot Caps
 Axles
 Spokes
 Spoke Nipples
 Rim Bands
 Inner Tubes
 Brake Anchor Bar
 Fork Stop
 Number Plates
 Skid Plate
 Center Stand
 Side Stand
 Gas Taps

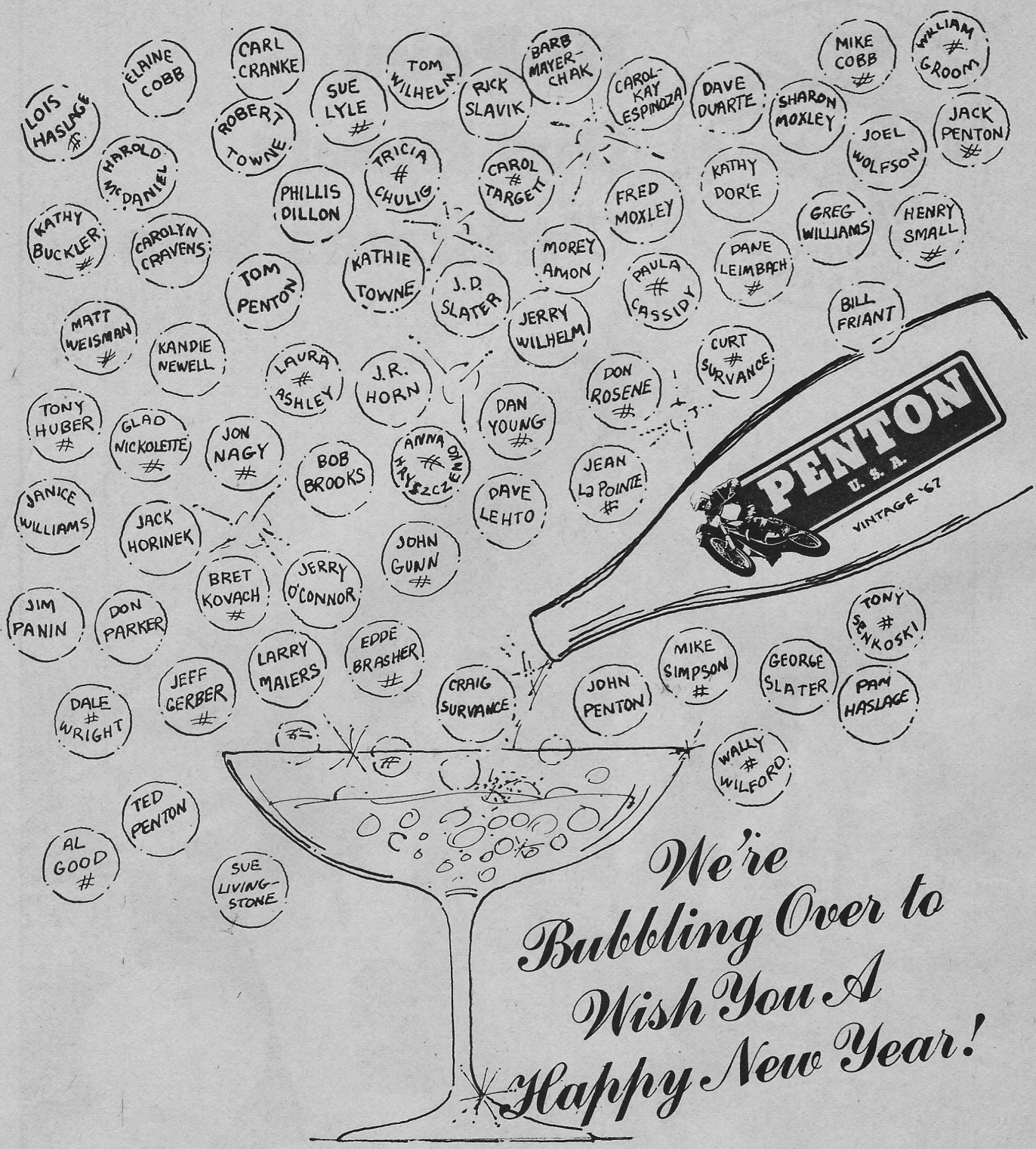
Carburetor
 Air Box
 Chain
 Brake
 Brake Plate
 Brake Cam
 Choke Lever
 Chain Adjusters
 Chain Guide
 Chain Guide Braces
 Fuel Line
 Carb Breather Hose
 Coil
 Spark Plug
 Head Light
 Tail Light
 Stop Light
 Speedometer
 Tool Bag

Tank Strap
 Security Bolts
 Tank Decal
 Handlebar Clamps
 Speedometer Drive
 Foot Pegs
 Cylinder
 Head
 Piston
 Piston Rings
 Crankshaft
 Connecting Rod
 Shift Drum
 Ignition
 Clutch
 Pinion Gear
 Gear Box
 Engine Cases



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