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**Keeping Track**  
The Penton Owners Monthly News Happening!

RESEARCH

PENTON



PENTON

DEVELOPMENT

# LET'S DO IT RIGHT

I have had several people call up Service Department asking prices of parts, bikes, and the latest changes of our engine design and suspension. Most people seem to have heard that our new bikes are going to be coming out with an 8" travel front end. Well, the truth is, we did. It was made by Ceriani, as usual. Its extra travel worked out real well in the suspension department, giving you the type of ride you would expect over choppy terrain.

As you know the last Six-Days Trials was held in Italy. These forks worked well on the few machines that had them. We finally got these bikes back in the states and used them in several events. Only finding out that in tight woods they seemed to take away some of the turning characteristics. We also had a minor

flexing problem since these forks are extended out farther than the 7" travel forks.

If you would take on a good size spill (or should I say a small but effective wash) you would have to ride the remaining part of the day with your handle bars set up for a left hand turn.

We have discontinued these forks on our factory production bike until later this year when Ceriani gives us a modified and improved fork.

To get back to the first paragraph we are more than happy to answer your questions that you and your dealer have had problems with. As far as price changes on parts and bikes, please contact your dealer. We feel that they are doing a good job, so let them help you.

J. D. Slater

## LIFE SAVER?

Dear Keeping Track,

On February 6, I sold a new 125 Penton to a customer named MIKE SZURA. Mike is a seasoned rider both in MX and Enduro's.

The following weekend he and a friend that was riding a 250 CZ decided to spend a day cowtrailing in the Mendicino National Forest. About 25 miles out it began to rain and snow intermittently. At one particularly deep water crossing the Penton got across but the CZ was water-logged. After several attempts to get it to run; the two riders decided the little Penton was their only hope. By now it was snowing and getting dark. The Penton pulled both men out of 25 miles of snow, mud and river crossings.

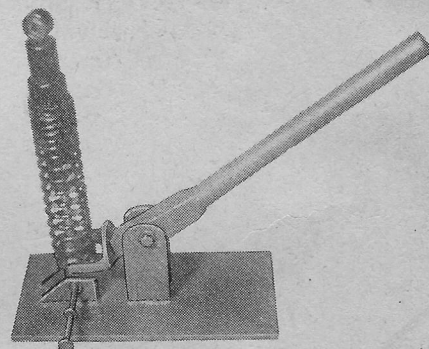
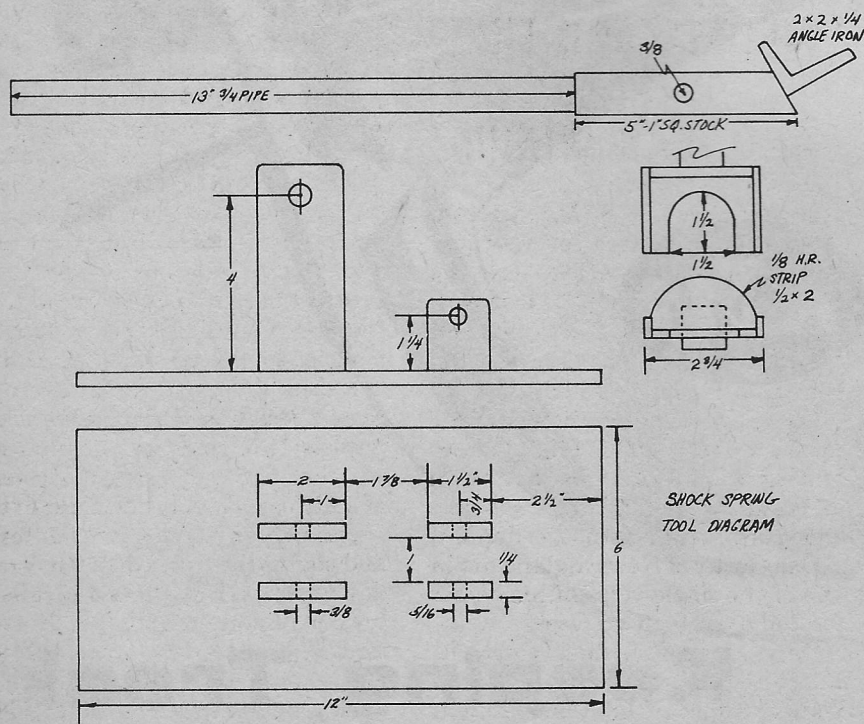
Both riders were admitted to a local hospital suffering from severe overexposure. They were told that another hour would have killed them.

The Penton saved the lives of these men and never missed a beat.

Sincerely,

TRAILS END

## MAKE YOUR OWN SHOCK SPRING REMOVER!!!!



Now with the multiple suspensions available on the Penton Sportcycles, it becomes necessary to change shock springs on your bike to meet your needs ... But have you ever tried to remove 140 lb. springs!?!? Damn near impossible unless you're a bear.

This is a unit we fabricated at R & D for doing just that. You may have some better ideas as to building it, but it works fast and easy.



# 1975 EUROPEAN M-X SCHEDULE

## 500cc Moto-Cross

April 13	Switzerland
May 11	Italy
May 25	Finland
June 8	Russia
June 15	France
June 22	America
June 29	Canada
July 6	Britain
July 13	West Germany
July 27	Holland
August 3	Belgium
August 10	Luxembourg

## 250cc Moto-Cross

April 6	Spain
April 20	Austria
April 27	Belgium
May 4	Czechoslovakia
May 11	Poland
June 8	Yugoslavia
June 15	West Germany
June 22	Britain
July 6	France
August 10	Sweden
August 17	Finland
August 31	Switzerland

## 125cc Moto-Cross

April 27	France
May 4	Britain
May 11	Yugoslavia
May 25	Sweden
June 1	Austria
June 8	Poland
June 22	West Germany
June 29	Czechoslovakia
July 6	America
July 13	Canada
August 17	Spain
August 24	Belgium

## Sidecar Cross

April 4	Holland
May 11	Sweden
June 8	Italy
June 22	Belgium
June 29	West Germany
July 13	Switzerland
July 20	Britain
August 10	France
August 17	Denmark
August 24	Austria

## "FROSTBITE TRIALS ENDURO"

December 8, 1974 saw a true test of both rider and machine at the Frostbite Trials Enduro. Held just north of Ithaca, N. Y., this year's

event has to rank as one of the wettest in the run's entire history.

The foot of snow which covered the ground the day before had disappeared because of a steady downpour, and the combination of the melting and falling precipitations brought water levels in the numerous brooks and streams to tank depths. The waterholes took their toll. Of the 120 starters only 20 could endure this rough course.

Grand Champion honors went to Dick Shoemaker aboard a Penton 250. Second runner-up and first 200A was Dave Salton on a Penton 125.

Dick is out of B & B Cycles in Avoca, Pa. He also won the 250B class at the Schuyler Co. National Enduro. These wins as well as two second places at the Hazelton and Burro Enduros, have Dick teetering on the brink of becoming an A rider.

Dave Salton rides out of Cycle Sports Center in Johnson City, N. Y. His accomplishments this first year as an A rider include an overall at a Hare Scrambles at Otego, N. Y. In both cases, all experts were run together and Dave's 125 was the smallest displacement machine in the class.

## PENTONS SWEEP 1st ISDT QUALIFIER WITH 3 OUT OF 7 GOLD MEDALS AND THE OVERALL AND TEAM WIN!!!

Forked River, N. J. Jan. 18-19th. When this 1st Torture Test was over only 38 riders out of 300 saw the finish line on Sunday. Of the 38 riders who finished, 7 collected Gold Medals and they were all experienced Six-Day riders!!!

Jack Penton paced the qualifiers for the top score on his 175cc Penton and Dane Leimbach was 3rd overall on his 100cc Penton!! Rod Bush also ended 6th overall on his 250 Penton.

Don Cutler of New England put in one of the finest rides of his career for 2nd overall on an Ossa.

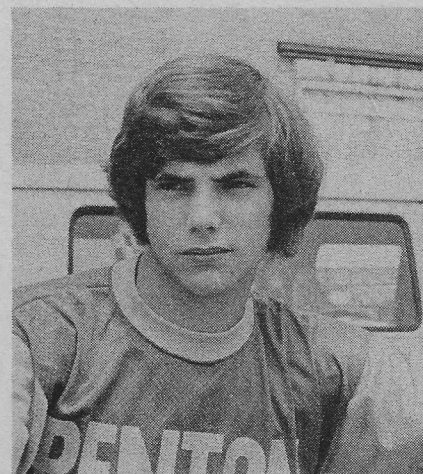
Only 2 teams finished intact, the Penton Team of Tom, Jack and Dane and the 2nd place Rokon Team.

Other Penton riders collecting

medals were Bobby Thomas, 125cc, Silver; Danny Young, 175cc, Silver; Tom Penton, 125cc, Bronze; Paul Danik, 250cc, Bronze; Kevin Piasecki, 250cc, Bronze; Gary Younkings, 250cc, Bronze.

We don't have complete results at this time so we probably missed some Penton Medal winners.

It was a dire way to start the Qualifiers. From the bitter cold of New Jersey the series will move to Sunland, California on March 15 and 16 for the hottest run of the year.



## SUSPENSION TIPS

The hot tip from Jack on the suspension bit. Jack has ridden all suspensions from standard to vertical to the slant 45°. His testing and know how made him an expert in this field. Here are his opinions. For Enduro/Trail, etc., the only positions he has found satisfactory, are the standard and the vertical. The 45° shock position is too radical he claims for trail use. The speeds needed to work the 45° are much too high, 45 mph and above. He claims if you're doing over 45 mph on the trail you don't need the 45° position through the more level terrain. In the speeds under 45 mph the suspension in 45° becomes too hard and becomes unmanageable. Even in Moto-Cross unless the course is extremely fast and bumpy only then will the 45° become an asset instead of a diffuse. He also had some of the experimental 200mm travel forks and claims the flex is much too great and control is lost. He said 10 falls in his last performance proves that out and he went back to the 185mm suspension on the front. That's Jack's opinion. Maybe you riders have some others as the suspension thing goes on.

# THIS IS PENTON



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

We have just returned from the first Motorcycle Trade and Accessory Show of 1975. Although this show is closed to the public, dealer interest in Hi-Point Accessories was far above that of 1974.

Displays for 1975 seemed to favor more street than dirt. Hi-Point had a full display of Dirt and Racing Accessories while other distributors seemed to appear to cut down on their products or not participate at all in accessories.

It was a pleasure to meet all of you dealers whom we talk to on the telephone but rarely get to meet and it was nice to meet all of the new dealers who will be selling our products in 1975.

As we are always almost sold out of motorcycles we only had a 175cc Enduro, 250 M-X and the brand new 400cc Mint Enduro on display this year. The Mint Enduro always had a crowd around it.

We wish to remind you that there will be shows also in Houston, Tex., Cincinnati, Ohio and Daytona, Fla. Be sure to stop by our booths and say hello.

Our new line of T-Shirts and Jerseys have arrived and they will be in the stores by the time this article goes to print.

Our yellow wet look jackets have been such a hit, that we have added a new blue wet look jacket to our line. If your dealer does not stock them, ask him to order one for you now!!!

For all riders who are planning to ride the 2-day qualifiers, please note the dates for those in the west.

Sunland Shamrocks, California City — March 15 & 16; Trask Mountain, McMinnville, Ore. — May 3 & 4; Bad Rock, Weston, Ore. — May 10 & 11.

We at Penton West will be at these dates supporting our riders.

## Steve McFarland



### CALIFORNIA HIGH SCHOOL STATE MOTO-CROSS CHAMPION

The supremacy of STEVE McFARLAND showed on Nov. 30th, at Saddleback Park Raceway in California. Steve on his 250cc Penton became the 1974 High School State Moto-Cross Champion.

The competition came from the farthest corners of the state to compete in this tough event. These young men were fast and ready for just about anything. Although the competition was there, Steve pulled out a major victory.

Steve is a 17 year old senior from Narbonne High School in Southern California. He has been riding motorcycles for 6 years and has been in competition for 5 years with 3 years riding as an expert.

In order to keep his physique in tip top shape, he rides at least twice a week. And with the remainder of his time, works on his 250cc.

Steve is sponsored by "Fly Machine Factory" of Harbor City.

All of us at Penton would like to congratulate Steve on a magnificent victory.



## IOWA STATE CHAMPIONSHIP ENDURO

The country side of Springfield, Ia., was the scene of the Iowa State Championship Enduro. On this misty Sunday afternoon a 40 year old Penton dealer showed all those boys how it is done. Charles Kribs rode his hot 100cc Penton to a class win over the wet 70 mile terrain.

Charles Kribs is the owner and operator of Marshall Suzuki, of Marshalltown, Iowa.

### MOTORCYCLE INSURANCE POLICY

As a result of the efforts of Bob Moore, Secretary of the East Coast Enduro Association, a motorcycle insurance policy is being made available in Pennsylvania that does not exclude Bodily Injury and Property Damage liability while competing in enduros and similar events. The rates are reasonable and there is no additional charge for the competition coverage.

This comes at a very opportune time because on July 19, 1975 the no-fault insurance law becomes effective in Pennsylvania. Although motorcycles are not included in the no-fault portion of the law, it will become a law that motorcycles must be insured for Bodily Injury and Property Damage Liability insurance.

Applications for this policy may be obtained by writing to the Pennsylvania agent, Marlin Gibb, R.D. #6, Box 438, Carlisle, Pa. 17013 or by calling (717) 258-6508.

### ROBBIE BURGESS AND HIS 250cc PENTON WIN ANOTHER!!!

ROBBIE BURGESS wins the 250cc expert class in a M-X at Waggaman, La. Robbie and his Penton hail from Kenner, La., where he has entered four races in the expert class and has come up with four first place finishes.

DONNY ARNOULT was wheeling and dealing his 400cc Penton to take the open class honors. Donny also is a native of Kenner, La.

These two young men have a great future in Moto-Cross.



# Talking to Art Blough



Art Blough is 27 and hails from Lowell, Michigan where this year he rode most of the National Circuit and finished in 4th place in the overall standings. Art's been riding for 6 years and was State Ice Racing Champion in '69, won his first National in '73 at Fallen Timbers and put in his first concentrated effort this year on the National Circuit. Art gives his wife Brenda much of the credit for his winning season with her support and pit crewing.

**K.T.:** Art, was this your first serious year at the National Enduros?

**ART:** Yes, I rode as many of the Nationals as possible. I missed the West Coast Nationals and a few others but got as many rides in as I possibly could. I finished up 4th in the National Standings and 2nd in my district. Porcupine was my best ride where I was 2nd overall. An overall win, however, eluded me all year.

**K.T.:** 4th overall is fantastic!!! Do you feel you should have done better?

**ART:** I think if I had to do it over I could have but the experience at the many different runs I did have problems with made me better prepared for this year's circuit, more machine familiarity will also be a plus as this will be my 2nd year on the 250 Penton.

**K.T.:** Does riding all the different

types of terrain all over the country affect your performance?

**ART:** No, not really. I think all the top riders are no longer at a disadvantage by going into somebody else's "back yard." The good consistent riders are at the top every time no matter what terrain. That's almost a must now if you are going to be competitive on the National Circuit. You'd better ride the stones and do it as well as the mud, sand and water. I think you can only get that experience by riding it. Most good riders adapt very fast.

**K.T.:** Are you going to concentrate solely on National Enduros this year?

**ART:** I am going to run as many as possible and also try to get in a few of the 2-Day Qualifiers Trials. I've ridden Mississippi, and it "took me most of the year repairing my bike after that one", Potosi and Corduroy. Naturally I would love to qualify for the Six-Days. Deep down I think that's the goal of every Cross-Country rider. It's a challenge and a real lifetime goal.

**K.T.:** Who are the riders you must really compete against and what's the secret to scoring high?

**ART:** Burleson, Tom and Jack, Danny Young will all give you a contest. I think their secret as well as mine this year is consistency in mechanical preparation. Having no problems on the trail now is most important, you just can't start having

problems and win. The competition is so keen. I had tremendous consistency this year in my equipment and whenever I did poorly I could put most of the blame on some minor naggy mechanical problem. Even the top riders like Burleson and Penton can lay poor finishes to mechanical bugs. That's really the secret. Getting to the finish line without problems.

**K.T.:** Did you like the National Circuit last year?

**ART:** Yes, in all, the runs were good. Oh, you have a few problems with them but all in all a good schedule and good events. I don't care so much this year for the schedule. There are a lot of runs unproven and a lot of very good runs missing. I feel as John does that the riders must get more involved with the clubs and the really excellent proven runs should be on the schedule. I also miss the 2-Day runs that really test the rider, though I don't think the double points are fair.

**K.T.:** Do you do any other competitive riding?

**ART:** I still ice race but not as seriously as I was. I try to ride Hare Scrambles to keep in condition and try to practice about 3 times a week on a M-X track behind my house. I keep an extra Penton 250 to try to keep ahead of the local talent. Lake Cycle does most of my mechanical work and I concentrate on preparation of the bike. Dave Welton of Lake is a great help in my winning season.

**K.T.:** Art you going to be #1 this year?

**ART:** I don't think so, but, we'll give it all we can. Riders like Burleson, Jack, etc. can devote more time to it as they work in the industry. I have to go back to my business every week so it's a little disadvantage.

**K.T.:** Thanks for talking to us, Art, and good luck this year. We'll all be rooting for you.

**ART:** Thank you, I'd just like to say that in my years of Enduro riding the people I've met have been a special caliber of people. Friendly, most willing to help on the trail and all in all really great people. I hope to make and meet many more this season.





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

In riding a Penton 250 throughout the year 1974 for enduros and trials (ISDT type), I came up with a few modifications to the stock motorcycle which I feel makes for a somewhat improved motorcycle.

I did nothing to change the basic frame geometry/suspension package. All modifications to the chassis were for increased reliability or convenience. Most often I simply replaced or attached accessories listed in our Hi-Point catalog. The following is a quite complete list of items done:

1. Install Preston Petty front fender "Muder IB". The stock rear fender works fine until it breaks, at which time a Preston Petty enduro style rear fender is a good investment.

2. Install Preston's integral headlight/number plate unit for a stronger headlight and less swing weight (see my article in "Keeping Track" No. 15).

3. Mount a Hi-Point enduro timer. I use the timer for convenience; however, the stock enduro VDO speedometer is adequate if you learn a good timing procedure (see "Keeping Track" No. 14).

4. Mount a route card holder on the left side of the handlebars. I prefer myself to remove the hemispherical magnifying lens and glue on a piece of flat plastic instead in order to be able to see more mileages at one time. However, some people who have somewhat failing eyesight at close distances choose to retain the magnification.

5. Install waffle type handlebar grips.

6. Install folding shift lever.

7. Install lodge spark plug cap. A good sealing spark plug cap is very important for wet enduros. I replace the spark plug cap every other month or so.

8. Install carb cover.

9. Install tank tool bag. Carefully selected, most tools can be carried in this bag.

10. Waterproof the engine: As I wrote in "Keeping Track" No. 16, it is most important to seal the joint between the carb boot and air box. Silicone seal works fine for this. Also the mag case should be vented as well as sealed. Later model KTM engines are factory vented.

11. With duct tape, cover the cavities on top of the frame under the seat.

12. Weld tits on the end of the footpegs and brake lever to prevent your feet from sliding off.

13. When riding in rocky terrain, I install a Hi-Point case and lever protector.

14. Install the Hi-Point Penton brake seals for fade resistance in wet areas and longer brake shoe life.

Earlier last year I was using only the vertical position (6" rear wheel travel) for shock mounting. However, later in the year when it was determined the shocks stood up well in the 45° position (7" rear wheel travel), I used the longer travel for rougher events such as the one in sandy territory where whoop-de-doo's abound. But where events had many cross logs or ruts that made footing necessary, I retained the vertical positioning with its lower seat height. Springs used were 110 lbs./in. on the vertical and 125 lb. (lighter rider) or 140 lb. (heavier rider) for the 45°.

Using their Grand Prix knowledge, the factory fixed me a bit of special engine for the Italian ISDT last year. It was definitely a bear, and after receiving the motorcycle in the U. S. following the ISDT I proceeded to work on the

engine for enduro purposes. The resulting power output has a broader powerband and puts more power to the ground. The following is a list of what was done:

1. Port cylinder as shown in diagram.

2. Modify Piston (diagram).

3. Enlarge cylinder head volume to 25cc (compression should be 150 to 160 lb. in. 2).

4. Set deck height (distance from top of top piston ring to top of cylinder) to 1.3mm (.051")

5. Bore carb to 38mm (Penton Imports can perform this service)

185 Main Jet

283 Needle Jet

35 Idle Jet

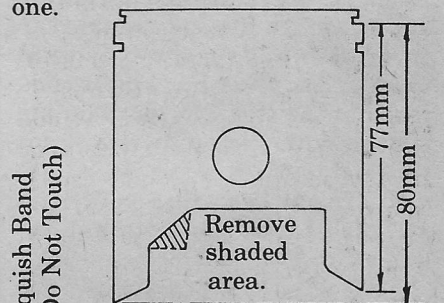
Needle position: in the middle or down

6. Set ignition timing to 2.4mm BTDC

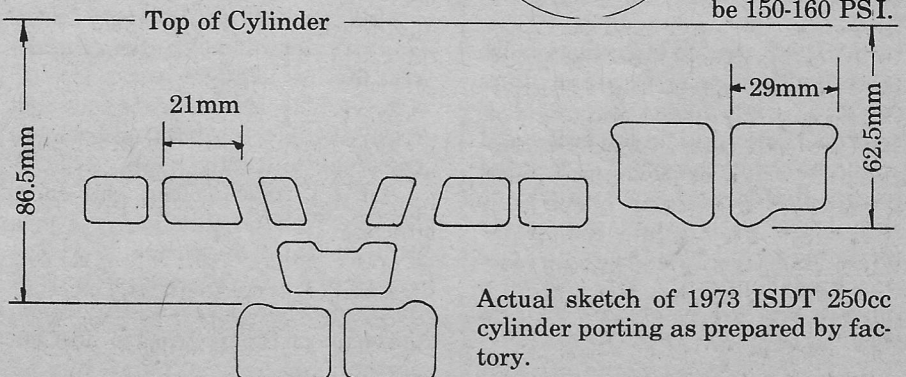
7. Install the motoplat with heavier flywheel as found on 400's.

With these engine modifications a final sprocket gearing of 14<sup>t</sup>-52<sup>t</sup> should be used.

I was really happy with my 250 at the conclusion of the 1974 enduro season, and I believe that going into 1975 it is second to none. The modifications I performed transforms a really good Enduro/Trials motorcycle into a great one.



Remove from shaded area for cylinder head combustion area volume of 25cc. Resulting compression should be 150-160 PSI.



Actual sketch of 1973 ISDT 250cc cylinder porting as prepared by factory.



# Hawly Slayton and his 250 Enduro



Well, the District 36 enduro season is over for another year. This was my second year as an expert and my first year on a Penton. Thought you and some of your readers might be interested in how I got along with the 250cc Penton, what personal modifications I made, how much maintenance was required, what kind of reliability I got, and finally, how I finished up for the season.

The 250 Hare Scrambler is the first right brake/left shifter, I've ever owned. I still have a couple of left brake/right shifter Sherpa T Trials bikes that share my time when I'm not on the Penton. At first this gave me fits but by mid-season I could make the transition from "go slow"/left brake to "go fast"/right brake within a matter of a few minutes and feel comfortable.

I found I had to adjust my riding style for the better handling and extreme quickness of the Penton. I had to move my body position forward and take a more firm grip (not tight) on the bars to compensate for the quickness. I could now sit a lot more than I was used to which is fatiguing. Going uphill where I used to stand, I now sit down, move forward enough to hug the tank firmly with my knees and apply a strong steady pull on the bars and gas it. The feeling I get is one of being very securely a part of the bike with the front end light enough to barely skim the surface with the rear wheel breaking loose about 90% of the time.

On narrow trails I can now move out smartly to pass slower riders

with ease. I used to have to wait until they got tired of me "tailgating" or a long open stretch.

I've never been much of a fire-reader but the Penton makes me feel a lot more comfortable in the turns now that I'm used to the rear end breaking loose until it gets lined up with the front end. All this, of course, takes a little judicious prodding from your right hand. It seems to work though. Pitch the front end into the corner enough, throttle to break the rear wheel loose. When the back lines up with the front it wants to go straight so grab a handful.

Tight woods sections on the Penton were a fight for me at first but by mid-season I think I got this sorted out and I feel as good as I ever did now. The Sherpa T's and Alpina's I was accustomed to did more fork lock, quicker steering and they were shorter and lighter than the Penton. Tight woods sections are a lot like an observed trials section. You have to steer your way through and make one turn to set up for the next turn. The Penton just plain didn't steer the same as the trials bike. Something like the difference between a bug and a caddy. Well, now that I've learned to adjust my line to compensate for the lesser fork lock and added length, and not to lean it as deep and as long without some added throttle to take care of the added weight, I find I can handle the tight sections with as much smoothness (less fatigue) and speed as I ever did.

Most of the modifications I made amount to rider comfort and personal preference. My 250 is one of the early black engine models. The brake pedal on the early ones was straight and long and tended to push your foot away from the pedal when you stabled for it. I made a big S turn in the pedal which shortened it enough for my foot and allowed my foot to hit the pedal without being pushed away. I also turned the rear brake actuating arm straight up instead of straight down. You have to bend the rod a little to get around the shock. This allows clear access to the right side chain adjuster whereas with the actuating arm positioned straight down you have to fight your way into the chain adjuster.

Next I cut the right side case on the engines away to give me access to the clutch actuating arm and cable end, and also the counter shaft sprocket and chain become fully ex-

posed.

I put several layers of duct tape on top of the chain guard. This prevents vibration and chain slap from splitting the chain guard right down the middle. Believe it or not it works, even if it has already started to split.

I put "Roto" hand grips on. They're a soft porous black rubber which absorb some of the vibration but yet provide good traction so you don't have to keep a death grip on the bars.

I switched the foot pegs to the Malcolm Smith open variety which are a little broader platform for standing as well as providing a good traction and staying clean.

The steel shift lever broke at the 90° bend after about the third time it bent and was restraightened, so I made another short bend in what remained of the end of the arm and welded on a nut big enough to fit over the end of the shaft. This gives the shifting arm a very close (1 3/8") profile to the side of the engine. It's been that way since March or April and I've never caught it or bent it.

I replaced the stock skid plate with an aluminum one that has wings that protect both side cases. I put a couple of brush guards (chain) between the skid plate wings and the brake and shift levers to keep stray items from entering and jamming the levers into positions that are not desirable, such as rear brake full on!!!!

Oh, yes, I found in west running, the stock front fender was not of sufficient width or length to keep my nose clean so I replaced it with a Preston Petty Mudder. That not only keeps my nose clean but my goggles as well.

I pulled the head off and had two more holes tapped, one before and one after the existing plug hole. The front hole makes a compression release, which I think is essential for District 36 enduro downhills, and the rear carries a spare spark plug. After much experimenting with different ranges and types of plugs I've settled on an Autolite AE 903 racing plug. I ran the first one 6 months and then only changed it because I couldn't stand it any longer. The gap is preset and never varies.

I fitted a 3.1 gallon aluminum tank to replace the 1.8 gallon M-X tank that came stock on the black engine models.

The final modification I made was one I tried after I had run the bike a



week or so in its stock condition to determine what performance changes I would achieve. I replaced the stock 36mm Bing carburetor with a 34mm Bing on the theory I could expect better, cleaner, low end response due to the apparent (my opinion) over carburetion provided by the 36mm on the low end of the power band.

For enduro work I feel it vastly improved the whole bike. Once in motion the bike will now plonk along at a few hundred RPM's and come on cleanly and smoothly when you roll on the throttle. On hills if you get in trouble you can come off the throttle and come back on without having to have a whole bunch of RPM's working for you. I don't feel it hurt mid-range or top end performance enough that you could notice. I had the speedo reading 85 down the highway into pear-blossom in the Greenhorn. The feeling you get with the 34 over the 36 is that it extends the power band way down to the bottom without losing it anywhere else. Added to this I average between 32 and 33 miles per gallon in Enduro, Grand Prix, Hare and Hound type competition. Trail riding ups it to 35 MPG.

Maintenance and reliability kind of go hand in hand. If, of course, you have a reliable piece of machinery to start with and you don't beat it to death by trying to go through everything in the trail instead of around it or over it.

My maintenance program is relatively simple. I don't believe in a lot of tearing the engines down to replace rings, pistons, etc. and see how everything else looks in there. If it's running good, starts good hot or cold and has good power and response throughout the working range then leave it alone.

I carry a can of WD-40 behind the front number board and between the fork tubes. It sits on the bottom triple clamp along side a baby bottle of 2 stroke oil. I generally lube the chain with WD-40. (I'm now experimenting with a K-Mart product called Sportsman's Spray Lube which is very similar to WD-40 but retains a little more of an oily surface than WD-40 and it goes presently for 97 cents a 10 oz. can.) Then the bike goes in the van. The first chance I get after a run the bike gets the 25 cent treatment being sure to avoid bearing and seal surface.

Now to prepare the bike for the next event it gets the WD-40

treatment to chain, hand controls, kick starter pivots, clutch actuating arm and cable ends. The air cleaner (filtron) is cleaned after every event and re-oiled. I use Hi-Point gear oil and I use a general purpose grease and paint brush to apply fresh grease to the inside and side cover of the air box. I am very meticulous about cleaning the air cleaner and air box to insure everything is clean enough for surgery. I also replace the weather strip around the air box side cover every couple of months. I check the gear oil every couple of runs to insure sufficient level and that it is free of water. If it looks at all like milk it's taken on some water from somewhere. I make sure the chain is loose enough but not excessively so. I check the spokes for tightness and valve stems for straightness. I make sure all cables are routed the way they should be, that cable ties are all in place and not worn too thin where cables slide through them. I pull the plug for a reading. All the time I'm working on my bike I'm continually giving it a visual inspection for something out of place, bent, loose or that otherwise looks different than it did the last time. When I'm all through I circle the bike a few times to make sure I haven't missed anything. I forgot to check the tire pressure, 9 or 10 rear, 10 or 11 front. (I weigh 160 in street clothes and I go around things instead of through them.) I try to have all this done by Thursday before an event so I can take the bike out and ride it for an hour or two. Then I know I haven't screwed anything up.

The day before an event I try to be there by 2 or 3 P.M. so I can take the bike for a short ride to adjust the carburetor air screw adjustment for the local altitude. I never change jets (170 main, 280 needle, stock pilot, needle all the way down) unless the run is above 8,000 feet, then I drop the main to 160.

Has the 250 Penton been reliable? The speedo now reads 2,218 plus about 500 miles before I mounted the speedo and a couple of Grand Prix, Moto-Cross trips would bring the mileage in at 2,700 or 2,800 miles.

I replaced the rear wheel bearings during the summer because they were getting sloppy. The stock SKF bearings (6303-212S1-C3) according to my local bearing dealer are a high temperature bearing generally used in boiler applications. I rationalized my Penton rear wheel would never

attain enough "revs" to require the expansion tolerances built into the high temperature bearing so I replaced them with a standard SKF bearing (6303-2RSJ). They work great!!!

I replaced the front tire the first of November and I put my second replacement on the rear about the same time.

I replaced the plastic lens in the speedo with glass (cut at a local glass place) so it can be wiped clean without scratching the lens.

Other than that the bike hasn't been touched.

All the cables are originals. The only time the right side case has been off was to modify the case for access to the clutch arm and cable. The left case has never been off and the head hasn't been removed since I tapped it for compression release and spare plug.

I ran 14 enduros this year. I came out with one overall win, about four class wins, one second, one third, three fourths, a few more out of the money and one DNF. The DNF was due to my tired old body almost expiring after 230 miles the first day of the Greenhorn. The transition from snow at Sonora the week before to 105° heat and a flat tire off and on all day plus a finishing key time past 8 P.M. was more than I could handle. I quit 50 miles short of the finish while I was still in one piece.

The only time the bike has ever stopped was at the Rattlesnake in November when I caught a log in the chain and threw it off. Didn't break anything, just tore up the sprocket and chain a little. I've since replaced both these items.

I also ran a couple of desert events finishing about 8th overall, 2nd 250cc Amateur in one 100 miler. I ran the Mammoth Mt. Grand Prix and DNF with a flat rear tire after I tried to go through something instead of around it.

My 17 year old daughter Kim used the 250 a few times this summer to ride Moto-Cross. Finishing first Puffer everytime as I remember. A couple of times against the dudes she ran second or third. She also ran the 250 in the Powder Puff Nationals at Indian Dunes, Calif., in July taking a second in the Grand Prix. She liked the Penton so much she saved her pennies this summer and picked up a used 125 Penton and headed from Barstow to Vegas a couple of weeks ago where she came in second overall, first 125 amateur Powder



Puff.

Is the 250 Penton reliable? Mine ran about 25 events in 1974 an average of about one every other weekend, and never missed a beat. Two DNF's because of two flat tires.

Is the 250 Penton a winner? Mine ran well enough on the District 36 enduro circuit in 1974 to finish in third place for a year of enduro riding. So in 1975 my 250 Penton will be wearing the No. 3 expert plate. (Unless Kim talks me out of this one and I have to pop for another one.) If you see the No. 3 plate in 1975 stop and ask me how it's going. If it's during an event then don't expect an answer, 'cause when I'm timekeeper I don't talk to anybody except myself. Before or after an event, however, I'd be happy to expand on the virtues of the 250 Penton. Let you see how I've got mine set up or give you any hot poop I might have.

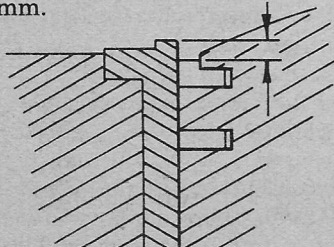
Hawly Slayton

## PUTTING CHAMPIONSHIP POWERS INTO THE PENTON/KTM 250cc

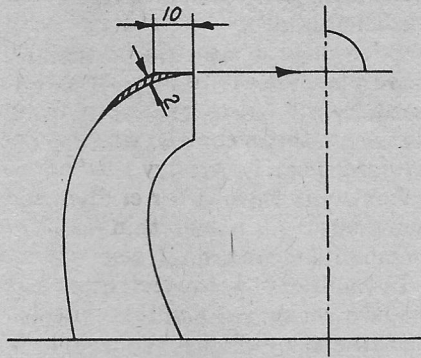
Many riders have asked what Moisseev did to get his 250cc M-X World Championship in the power department. Well here it is direct from the factory R & D department. These tuned cylinders give more H.P. starting from 3,500 and about 2.5 to 3 H.P. more at the top end. This is only for Moto-Cross and maybe desert racers. We do not recommend this for Enduro or Trail riders, etc.

Once again the old warning that new cylinders are very expensive; so if you are not absolutely familiar in doing this work, it is better left alone or in the hands of somebody who knows.

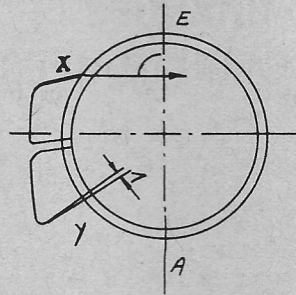
**1. Adjusting of the deck-height OK** (Measurement between liner-top-edge and piston ring-top-edge at TDC.) For pistons marked with "a" 1,2 mm. For unmarked pistons 0,9 - 1,0 mm.



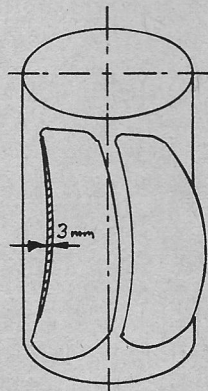
**2. Make main transfer ports on the exhaust-side horizontal.**



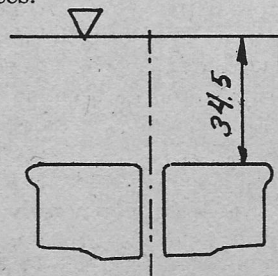
**3. Rework main transfers on the inlet-side**, so that they are facing vertical to the engine-center-line (x) and mill (grind) transfers on the exhaust-side apprx. 1 mm more forward (y). Grind bridge between the main transfers narrower to apprx. 2,5 to 3,0 mm.



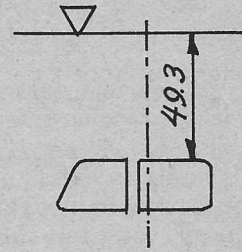
**4. Plane the wall facing the inlet-side of the rear main transfers.**



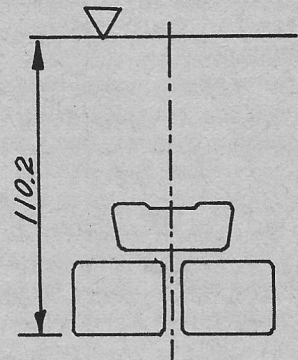
**5. Fix exhaust top-edge to 34,5 mm from liner top-edge.** By measuring with degree-disc: Exhaust opening 187 to 188 crank-angle-degrees.



**6. Measurement 49,3 to 49,5 mm transfer-port top-edge from liner port-edge means 126 to 127 crank-angle-degrees opening.**



**7 Inlet port bottom-edge** Inlet port opening should be apprx. 156 - 157 crank-angle-degrees. Therefore it will be necessary, either to grind the inlet port bottom-edge lower or to shorten the piston on the inlet-side. As the serial opening is apprx. 152 - 153°, what corresponds to a measurement of apprx. 110,2 mm from the liner top edge, it would be advisable to shorten the piston by apprx. 1,5 mm.



**8. Grind off all protracting edges between liner and cylinder.**



Larry Seiple of that famous pro-football team, the Miami Dolphins was in attendance at the Eastern Dealer Seminar here in Lorain. With him was Southern Rep., Danny Young. Larry heads up Larry Seiple's Trailblazers in Miami where he sells and promotes Penton Sportcycles. If you live in the Miami area, stop by and say "hi" to a great pro, both at football and Sportcycles.

Dear John Penton and Keeping Track Readers,

I just finished reading your comments in the December, 1974 "Keeping Track" on the National Enduro Committee of which I was a member.

I am concerned and do take exception to some of your comments about this committee of "old fogys" etc. I will not elaborate on them.

However, as one individual who has for many years felt that the AMA had lost touch with its membership and also had not ever given the South a fair shake on the National Enduro Calendar; I was very pleased that the Georgia and Alabama clubs elected me to represent them at the AMA Congress.

In the South I have found that the old insurance program of the AMA has done more to alienate riders and clubs than anything else. Many clubs have dropped their AMA charters and many riders, their memberships.

For the past two years I have been working very hard to bring these clubs and individuals back to the AMA for I believe that it is the most effective motorcycle rider oriented organization in these United States and that if we want changes in the AMA we have to work for them, not just throw in the towel and walk away.

As for the National Enduro Calendar for '75, I feel from the information available to me at the meeting that it is of the best that has ever been decided. The enduros for the South in particular should be of the highest standards.

Granted, the decisions made by this committee have always been very controversial. Many, as was I, are not aware that the information on which this committee bases its decisions are from the rider comment sheets about each enduro. A rider invariably always sends in a comment sheet if he is unhappy but how about the other 99% who enjoyed the run. AMA needs those comments!

AMA is political — NO DOUBT!! But, it is an organization and as such has rules and regulations. It all starts with the individual rider; he should support a local club, which in turn elects the congressman who then goes to the meeting and decides the rules and calendars.

I agree with your suggestions for

letting the enduro rider decide the Nationals. He has that power now but the majority are not aware of it. Let's tell him!!

Your ideas on selecting Nationals have a lot of merit. However, I see no need for a separate organization. I do see a need for the organization of Enduro riders in AMA.

Let's put Enduro riders in key positions, i.e., Board of Trustees, Competition Committee, etc.

In your article you said "I think we Enduro riders are totally to blame for these entire dislikes in our rules."

I agree, but, let's solve these problems through the structure of AMA.

Sincerely,  
Warren Taylor

## MAKING NEEDED CHANGES BY LARRY MAIERS

A funny rule was passed at the 1974 Congress: "At all National Enduros, there will be more than one speed average used."

You either learned of it by word of mouth, reading John's column in last month's "Keeping Track", or Leonard Keen's letter in "Cycle News". Regardless, the rule was passed and was two months old before you knew what was going on.

It appears the rule is going to be removed from the rule book, (more on that later), but that's not the point. The point is, you, the guy that spends the big buck going to and riding the Nationals, have virtually nothing to say about them. You don't make the rules, and you don't decide the schedule.

Now that statement offends the very structure of the AMA. There lies the problem — the structure!

Listen. The AMA has divided the U.S. into three regions. Each region is divided into districts. Clubs recognized by the AMA elect 2 Congressmen for their district. Once a year, all the Congressmen get together to decide the fate of the following year's Amateur, Semi Pro Racing, and Road Riding activities.

Whatever they decide is presented to the AMA Board of Trustees. The Trustees pass their approval and bingo; new rules are made for the following year.

Actually, it is a very democratic

process, and is patterned after our government. And frankly, the results are the same. A few individuals make laws and rules that the mass of people are not aware of and don't even want.

The "Catch 22" is this: The U.S. Congress deals with millions of people put here by chance. Most of them do not even vote and are happy to follow whatever guide lines are given them. They need the Congress. But, the Motocrossers, the Enduro Rider, the Hare Scramblers, and the Road Riders, are all here by choice. They don't need, and should not have a Congress to tell them how to run their games. Each facet of cycling is different, moreover, followed by different people. Those people should decide the rules and laws that govern their sport.

What does a Road Rider know about the likes and dislikes of a Motocrosser? How can people that do not ride National Enduros decide the schedule? For that matter, what does the Enduro Rider know about Poker Runs? Nothing, that's what. Why one big Congress to decide all the rules? Why not a lot of little Congresses, or Committees made up of specialists and enthusiasts in their respective events? It is done for the Pros, why not the Amateur?

The reason is simple. The Pros are the glamour in the AMA. They are used to sell cycling to the citizens. They are the original reason for the formation of the AMA. They dictate their demands and they are listened to. And that's the way it should be. However, the Amateur deserves the same considerations and attentions.

The argument of the AMA, that Amateur Competitors are represented thru the Congress, and have a voice thru that same Congress, is not valid.

Sure, all the Enduro Riders could get together and elect other Enduro Riders to Congress. Would that be fair to the Road Riders or Observed Trials Riders? Not hardly.

On the other hand, all the Enduro Riders could get together, and all the Motocrossers could get together, and etc., etc., and tell their Congressmen what they want, and ask their Congressman to pursue their wants. Of course, before doing this, all the Enduro Riders, etc., etc., would have to have a National meeting to insure the Congressmen are pulling in the same direction.



Doesn't it make sense for the AMA to consider new approaches aimed at accommodating individual aspects of each area? Sure, it means re-organizing, spending a few bucks and some time on the Amateur, but consider this:

There are 140,000 plus AMA members. 78%, or 109,200 have Competition Memberships. There are 4,000 professionals. That leaves 105,200 members involved with competition on the Amateur level. Let's see, at \$10.00 a pop that's \$1,052,000 dumped into the AMA membership kitty.

Let's not quibble about the \$10.00. If you read the AMA news, you already know the AMA is continually fighting land closures, helmet laws, and discriminations against cycling in general. If you did not know this, I strongly recommend you subscribe to the magazine. Your money is being well spent and you ought to care where.

What we can quibble about however, is the lack of attention paid by the AMA to the Amateur.

The Congress is typical. Once a year the AMA puts up with a few Congressmen, and that's it. See you next year and we'll make some more changes. Changes like the mandatory time change rule. One Congressman proposed it, and the rest voted for it. The AMA Board of Trustees doesn't know from Adam when it comes to Enduros, so they went with it, and bingo again. We got it right up our exhausts.

As news of the rule spread, so did the number of irate Enduro Riders. One rider, Leonard Keen from Gladwin, Michigan, decided to do something about it. He sent questionnaires to 735 riders; 571, (77.6%) were returned. 562 riders were opposed to the rule; 9 riders were in favor.

On the same questionnaire, Leonard requested that riders make known their feelings regarding the instatement of three additional National Enduros. The response went like this:

	FOR	AGAINST
Jack Pine	564	7
Little Burr	565	6
Stone Mountain	564	7

The results of the survey were staggering. In fact they were so staggering, that when confronted with them, the AMA would have no other choice than to drop the rule, and add the Enduros. Right? Wrong!

Leonard Keen asked me to assist him in presenting the information, to the AMA. I agreed. We solicited the services of the current National Enduro Champion, Dick Burleson. The three of us, Leonard's survey results, and the returned questionnaires visited the AMA. This visit provided the first clue of the inadequacy of the Congress.

For three hours we discussed the Congress, Enduros, lack of attention to the Amateur, the AMA's reluctance to reverse Congress' decisions and the results of the survey.

We learned the AMA was powerless. We were told the only way to reverse the decision was by direct order of the AMA Board of Trustees; as the Trustees had already approved the action of the Congress.

I requested a few minutes of the Board's time during the Feb. 11th meeting and subsequently was placed on the agenda.

On to Cincinnati, this time with Jack Lehto.

As the Trustee meeting progressed, our total objective suddenly became clear. Emphasis thru out the entire meeting was placed in two areas, administrative and professional racing. Concern for the Amateur, and the Road Rider in general was sadly lacking.

As a result of this new understanding, I was able to present Leonard's survey in conjunction with a recommendation that the Trustees immediately appoint a committee to examine thoroughly the existing structure of the AMA, and the Congress as it is related to the total membership, and not just professional racing.

I reviewed with the Trustees several items that had presented themselves in earlier reports. Such as:

In 1974, the AMA PR Department sent out 120 news releases. 110 of them were aimed at Pro results; 10 were for Amateurs. The 1974 AMA Competition Year Book contains 160 pages. Of the 160, 2 pages are devoted to Dick Burleson winning the National Enduro Championship. Two to the ISDT, two to Observed Trials and one to the freedom of cycling. The rest is devoted to the Pros. The AMA has a hot line. Call the number and you hear pre-recorded Pro race results from the previous week. In 1975, according to the AMA's PR Department, info regarding Pro

racers will be even easier to obtain. Call day or night for complete details.

In addition there were reports from the Professional Rules Committee. Not a Congress, but a Committee.

In closing, I recapped for the Trustees the membership statistics with emphasis on the number of Amateur competitors, 105,200 and the number of Pros, 4,000.

It was made very clear to the Trustees that in no way should the emphasis, or services to Pro racing be decreased. On the contrary, the more the better. The Amateurs, however, deserve a portion of the same.

The reaction to my presentation was 100% positive. Questions were asked regarding the rule, the Enduros, the Congress, and the Amateur. In fact, the discussion and the interest dictated the obvious. The trustees were not knowledgeable enough to reach a decision.

Yet, with the exception of 3 or 4 members, these same Trustees accepted the rules presented by the Congress and turned them into laws. Think about it.

A committee was appointed by the Trustees to discuss in detail three areas. The recommendation of the committee are to be reported at the next Trustee meeting, (March 10). The Trustees will then reach a decision and vote accordingly. The areas to be discussed were:

1. Eliminating the rule
2. Instatement of the three Enduros
3. Would it be feasible for the committee to examine other areas of Amateur Competition and look for alternatives to the existing Congress.

The committee consisting of Joe Parkhurst, Bill Baird, John Wycoff, Paul Schlegel, Bill Boyce, Jack Lehto, and Larry Maiers met for three hours the following day. The results were:

The committee will recommend the mandatory time change rule be eliminated. The two most valid reasons for the rule turned out to be:

1. It would be a shame to over-rule the Congress.
2. Try it for a year and see what happens.

The Committee voted to not grant sanctions to the three Enduros. Although my vote was cast in favor of the Enduros, I feel the Committee



reached the right decision. You see, there is another funny rule that was made by the Congress two or three years ago that says there will be no more than 8 Nationals per region. I understand in addition to the 3 subject Enduros, 9 others, in the same region, were declined National sanctions. To instate Little Burr, Jack Pine, and Stone Mountain and not consider the others would indeed be a great injustice.

Most important, it will be recommended that the Committee continue thru-out 1975. The purpose will be to further examine the existing Congress, as it relates to Amateur Events and look for better methods of serving the Amateur Competitor.

I totally support the AMA. It's the only ball game in town that is concerned with where we ride tomorrow. The services they perform, that you never hear about or elect to ignore because it's boring reading are many. I would suggest a dues increase tomorrow if it meant additional legislative power, and I'm certain most of you feel the same way.

So don't misunderstand. There are a few changes that need to be made and I honestly feel we have taken a big step toward making them.

If you run into Leonard Keen at any of the Nationals this year, be sure to thank him. He got the ball rolling.



Last month I touched on the subject of our National Enduro Rules, the Enduro Rider and the AMA.

It appeared to me that I had almost thrown my hat into the political meat grinder of the AMA, again. For this I am sorry; if I offended anyone, I didn't mean to unless they were deserving of it or in

other words, if the shoe fits accept it. I am not going to nor has anyone had intentions of starting another association. In plain English I stated that for years the Enduro rider has been receiving the short end of this organization and that the time has come for us Enduro riders to get on the stick and look up and demand and receive what is rightfully due us in services from our organization. It is again the same old story, one will receive from an organization what he puts into it.

The encouraging part of the whole thing is that the Enduro riders are getting on the ball and are now letting the AMA know that they exist. Good things are coming, so now I'm going out and ride Stone Mountain and the Alligator.

I previously stated at a couple of our dealers meetings that we would not have a tour to the Six-Days. Now it appears that we could be participating in a tour again. However, we can not give you any details at this time.

Again this year our dealers are going to experience a shortage of good European dirt bikes. The shortage is a result of most of the dealers being hard pressed with large stocks of Japanese motorcycles and not being able to order and stock the good solid valued European bikes.

The Japanese have so saturated the market with their huge productions that the market is totally depressed.

We here at Penton predict that we will be completely out of bikes by the middle of April and from then on until 1976 we will be in a back order position on our motorcycles.

The Penton motorcycles this year are undoubtedly the best and most refined yet to come from our production. We have made this year a year of detailed refinement.

Every detail from forged aluminum brake and engine braces to the smallest detail of removing the diodes from the engine ignition to the coil ignition. The frame has been reinforced in critical areas and the Ceriani Gas Shocks are now fantastic!!! Due to the very low value of the U.S. dollar, we had to increase the price again but at the same time we are really offering a true and sound value today in our bikes.

I guess Daytona is old home week this year. With everybody tired of working and out of work, they must have all decided to take in Daytona

before the big bust.

This is my 28th straight year to Daytona and without question the most people I have ever seen for motorcycle week. I think it is a good indication that motorcycling is around to stay for awhile and that within five years 50% of our motorcycles will be made right here on the North American continent.

Our company has expanded its product accessory lines and is already marketing many lines of American made goods.

Our Brooks manufactured line of (nylon/leather) Moto-Cross and Enduro riding pants are probably the newest and most advanced in the industry. They are just one of a number of American made goods along with our Scott Goggles, Preston Petty Fenders, Sun Rims, Leather bags and complete line of jerseys and sweaters.

It is all signs of our company moving forward, rolling with the punches and providing what the consumer demands.



### FIRST SEASON PROVES TO BE A GOOD ONE!!!!

Walther's Penton M-X Team from Waverly, Iowa proudly look over their collection of some 110 trophies. This was the teams first season together and they all improved their standing in District 22. Mike Hrubetz and Kelly Abrams were injured about half way through the season but finished well. This team is sponsored by Russell Walthers and Bennett & Walters Cycle Shop. Here are their standing in their district:

- Wayne Walther, 7th 250cc.
- Marlen Strecker, 16th 400cc.
- Roben Bennett, 18th 100cc  
14 years old.
- Larry Weld, 20th 125cc.
- Mike Hrubetz, 30th Open Class.
- Kelly Abrams, 50th 100cc.



## NEW ISDT RULES!!!!



### '75 TWO-DAY QUALIFIERS

March 15-16	California
April 12-13	Ft. Hood
April 19-20	Alabama
May 3-4	Trask Mountain
May 10-11	Bad Rock
May 24-25	Mississippi
May 31-June 1	Potosi
June 14-15	New York

The FIM has changed several Six-Day rules. The full extent of the changes are at this time unknown. Those we are aware of we are passing on to you.

The major change is in scoring. Route marks, formerly given to riders who were late at time controls, have been eliminated. Instead of route marks, the rider will receive 60 classification points (formerly known as bonus points) for each minute he is late.

Formerly, a rider was allowed 3 minutes grace. The new rules allow 2. Thus, if a rider was due at 12:00, he will begin accumulating classification points at 12:03.

In the past, riders leaving time controls early were allowed to assume a new schedule, with no penalty. The new rule eliminates new schedules, and penalizes the rider 60 classification points for each minute he leaves prior to his scheduled time. Example, a rider due in and out at 12:00, who accidentally checks through at 11:59, will receive 60 classification points. His time schedule, however, will remain the same. He does not make a one minute adjustment for remaining checks.

The acceleration and noise test scoring has been changed. Frankly, the extent of the changes is not all clear. The brief information I have is vague and hard to understand.

The way I interpret it is — on days 1, 3, 4, and 6, there will be both a noise test and acceleration test. The results will be multiplied by 3 to obtain a particular rider's clas-

sification points. On days 2 and 5, there will be either acceleration test or noise test — not both. Again, the result will be multiplied by 3. How they will run a noise test without a speed test is beyond us. We are certain the brief information we have is incomplete. In any event, no need to worry about it at this time.

Starting your cycle early in the impound area, or using tools not carried on your cycle, will cost you 300 points.

15,000 points will be added to team scores for each team rider out per day.

To get a gold, a rider must finish within 15% of the top riders in his class. Finishing in the top 65% will earn a silver. A finish will earn a bronze.

Team scoring will be based on evaluation points. The difference between a rider's total score and the top rider in his class denotes evaluation points. The total of these points for all members of the team will decide team placements. The number of gold, silver or bronze medals on a team will not be considered.

The above changes are all we are aware of. Possibly, there are more. We will not know for sure until the FIM releases official amendments to the FIM rule book.

The full impact of the changes will probably not be realized until the 1975 Six-Days is completed. A few facts are, however, obvious.

Emphasis now is 100% on classification points. Keeping a team together is still of primary concern, but 6 guys on gold is meaningless if there are four or five guys on gold and one or two on silver that are super fast riders.

All U. S. riders who received golds last year, would have received them under the new rules. Several silver winners, including Eric Jensen, would have received golds under the new rules. Team standings, at least in Trophy and Vase, through the first four places would have been the same.

With the new rules, you can use tools such as large hammers, chain saws, axes and hydraulic presses without being disqualified.

I expect the official changes will also reflect provisions for minor part changing. This, however, is purely speculation.

In any event, that is everything I have to date. I'll keep you posted.

## Moon Sweeps Clear Creek

December 8, 1974. Clear Creek Park held a 100 mile Hare Scrambles. The riders could ride the morning 50 mile course or the afternoon 50 mile course or both. The majority of winners were riding Pentons. Out of 48 places 18 were riding Pentons.

The winner for the day was Jim Moon, Springfield, Mo. riding a 100cc Penton. Jim has been a Penton dealer for two years now in Mo. It was the first time the Penton had been raced. It really did fantastic!!!!

Other Penton placers were:

Overall: Jim Moon, Springfield, Mo., 100cc Penton.

### Morning Event

100cc Class: 2nd, John Webber, Wright City, Mo., 100cc Penton

125cc Class: 2nd, Kevin Dooley, Springfield, Mo., 125cc Penton

175cc Class: 1st, Mark Johnson, Springfield, Mo., 175cc Penton

250cc Class: 1st, Brice Cassity, Exeter, Mo., 250cc Penton; 3rd, Gary Summers, Springfield, Mo., 250cc Penton; 5th, Robert Wheeler, Warrenton, Mo., 250cc Penton

Open Class: 2nd, Gary Reynaud, Springfield, Mo., 400cc Penton

### Afternoon Event

100cc Class: 1st, Jim Moon, Springfield, Mo., 100cc Penton; 2nd, John Webber, Wright City, Mo., 100cc Penton

125cc Class: 4th, Eugene Shaffer, Wright City, Mo., 125cc Penton

175cc Class: 1st Mark Johnson, Springfield, Mo., 175cc Penton; 2nd, Ron Snow, Springfield, Mo., 175cc Penton

250cc Class: Afternoon overall winner — Paul Stoddard; 1st, Mansel Edie, Springfield, Mo., 250cc Penton; 2nd, Brice Cassity, Exeter, Mo., 250cc Penton; 3rd, Robert Wheeler, Warrenton, Mo., 250cc Penton

250cc Class, 4th, David Hicks, Springfield, Mo., 250cc Penton

Open Class: 2nd, Gary Reynaud, Springfield, Mo., 400cc Penton

Out of 104 riders that started only 25 riders finished the afternoon event, 10 were riding Pentons.

The Overall Team of the day was:

**JIM MOON PENTON TEAM**

Jim Moon, 100cc

Gary Reynaud, 400cc

Paul Stoddard, 250cc

Mark Johnson, 175cc

# Super New Penton Racing Jerseys

The finest Penton Jerseys to date. 100% nylon, no lettering on back. All feature knit cuffs and collar, reinforced elbows. In small, medium, large and ex-large at your dealers now!!!



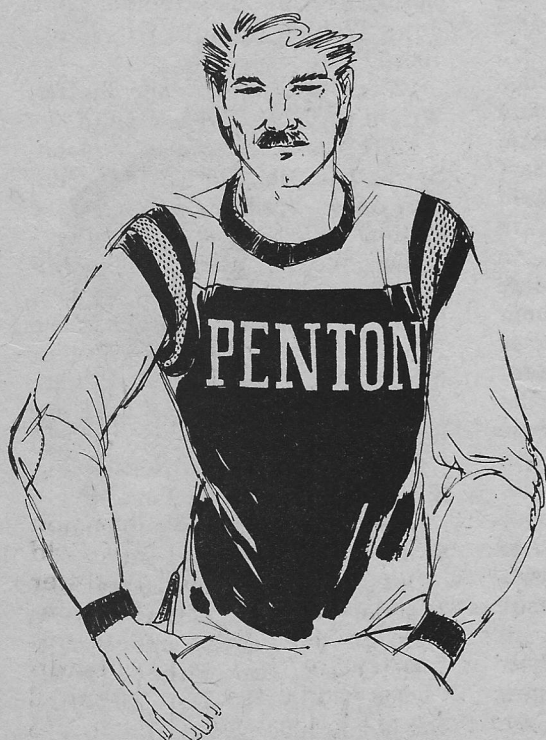
The jacket worn by Penton riders at the ISDT. Red, White and Blue with zippered front. No. 218



Red, White and Blue vented Jersey. West only. No. 219



Navy Blue and Gold Jersey. Side vents. No. 216



A startling Black and White Jersey for the different look. 217



Red, White and Blue Jersey. West only. No. 220



Red, White and Blue Jersey. East only. No. 215





# PENTON

U. S. A.

## WINNING LINE-UP

**THE BRAND NEW PENTON 125cc MOTO-CROSS STRICTLY FOR THE SERIOUS RACER WHO WANTS THE BEST!!!**

Look at this new Penton ... New frame ... New slanted Ceriani Gas Shocks with position adjustment ... Ceriani forks ... Akront shoulderless rims ... Penton/KTM Special tuned Six-Speed engine with Internal Rotor Motoplat Ignition for the utmost in power ... Chrome Moly Frame with Hi-Breather System ... Bing Carb ... Upswept expansion chamber with built in muffler ... PVC Fenders ... Twin-Air Filter ... Knobby Tires ... Magura Controls ... Magnesium hubs ... This new Penton 125 M-X will put you at the front of the pack!!!!



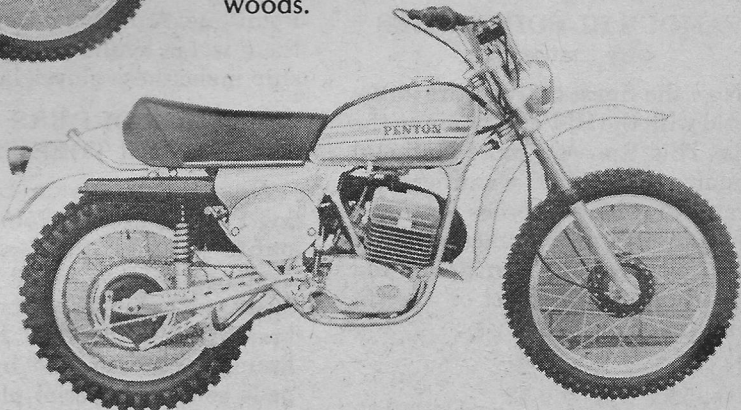
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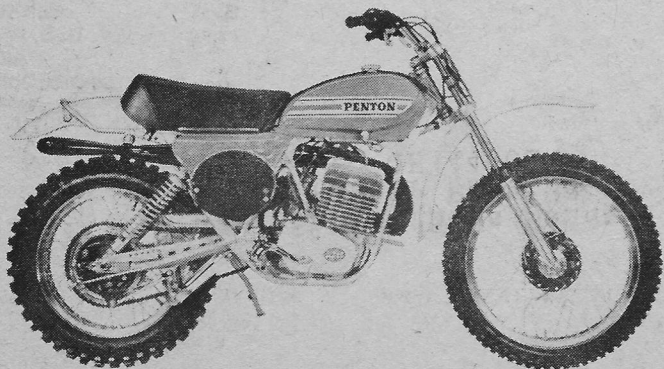
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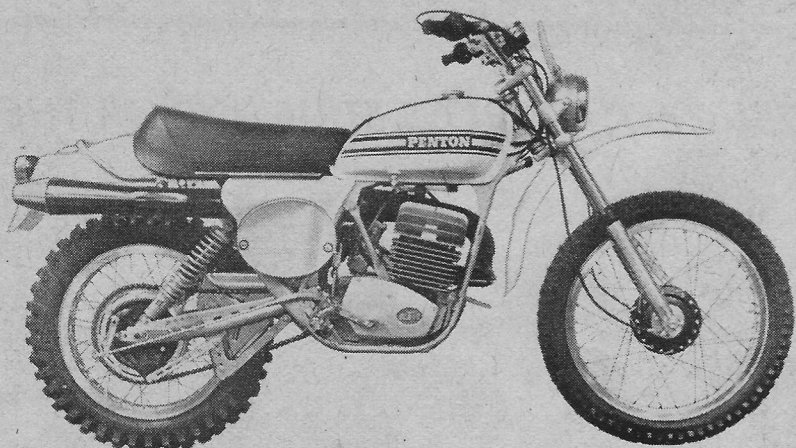


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The 250cc World Moto-Cross Champion ... National Enduro Winner ... ISDT Gold Medal Winner ... 2-Day ISDT Qualifier Champion ... and many many more impressive victories have been won on this fabulous sportcycle. The unique Penton suspension system and the powerful 6-speed KTM engine make this machine a winner. The 250cc Hare Scrambler is available in both M-X and Enduro/Trail executions.



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