

FOR OUR PENTON DEALERS



Keep'em Winning

YOUR LINE TO THE INSIDE TRACK

PENTON IMPORTS

NO. 19 OCTOBER, 1972

1354 COLORADO AVENUE • LORAIN, OHIO 44052



U. S. TROPHY TEAM FALTERS ON VERY LAST DAY... RECEIVES WATLING TROPHY FOR MOST MERITORIOUS PERFORMANCE

Spindleruv Myln, Czechoslovakia, six days of mud, rocks, roots and inclement weather could put a damper on anyone but the U. S. Trophy Team of Bill Uhl, Jeff Penton, Dick Burleson, Carl Cranke, Dane Leimbach and Jack Penton showed why they were on the U. S.'s top team. At the end of the 5th day, the team was still in gold and holding down a solid 4th in the trophy standings. The week had proven the machinery super reliable as no mechanical problems were encountered by any of the team. Physical problems hit some members, but in a heroic effort, they didn't lose any marks. At the end of the 5th day, Jack Penton was aiming for top U. S. rider and was super confident. Jeff, Carl and Bill were all battling each other for 125cc honors. All the other U. S. efforts had pretty well crumbled except the Puch Vase Team that still had all its members running but only two on gold.

Sept. 16th, the last day with about 80 miles of trails, proved the undoing of all our efforts. The morning came bringing rain and cold weather. All the team started and got away clean in the morning; then like a bad dream, disaster struck. Dick Burleson snapped his chain and was unable to get it repaired in time and lost 34 points at the next check. Five days of excellent riding were immediately wiped out and Dick sunk to a bronze medal. Then it was Jack Penton's turn; he fouled a plug and dropped seven points at the next check. Jack, was top U. S. rider up to the last day, and his dream of another gold disappeared. Immediately the U. S. dropped from its solid 4th place down to 6th. It was a tragic last day for the U. S. with two trophy teamers losing gold. The Puch Vase team also had tragedy as Bob Grodzinski went out with mechanical trouble and Tom Clark crashed heavily while still on gold.

That evening at the Award Banquet the U. S. Trophy Team was awarded the Watling Trophy for the most meritorious performance of the Six-Days. A fitting tribute to all our efforts at the Six-Days. The West German team probably had the worst luck by topping the special tests and losing four points when one of their riders got lost. They were the sensation of the Six-Days and won every class they entered.

Gene Cannady put in a good private entry showing on his 175cc Penton with a gold. Lars Larsson was top U. S. rider on his 175cc Puch and Jeff Penton was 2nd on his 125cc.

AMERICAN MEDAL WINNERS

Dane Leimbach	100cc Penton	Gold
Jeff Penton	125cc Penton	Gold
Bill Uhl	125cc Penton	Gold
Carl Cranke	125cc Penton	Gold
Jim Hollander	125cc Penton	Silver
(riding for Canada)		
Bren Moran	125cc Monark	Silver
(riding for Canada)		
Jerry Pacholke	125cc Puch	Bronze
George Peck	125cc Dalesman	Bronze
(riding for Canada)		
Lars Larsson	175cc Puch	Gold
Ron Bohn	175cc Husky	Gold
Jack Penton	175cc Penton	Silver
Dick Burleson	175cc Penton	Bronze
Carl Berggren	250cc Husky	Gold
Gene Cannady	175cc Penton	Gold
Frank Piasecki	250cc Husky	Gold
Bud Fielding	250cc Yamaha	Silver
Dave Latham	250cc Ossa	Silver
(riding for Canada)		

WORLD TROPHY STANDINGS

	Bonus	Time Marks
1. Czechoslovakia	360.4	0
2. East Germany	1152.5	0
3. Italy	1869.7	0
4. U.S.S.R.	3030.0	0
5. West Germany	138.8	4
6. U.S.A.	2065.5	47
7. Great Britain	3226.6	423
8. Holland	4018.9	596
9. Poland	2531.0	813
10. Sweden	1357.8	1100
11. Finland	1468.0	1911
12. Spain	2477.3	2192
13. Switzerland	2222.6	2585

SILVER VASE

1. Czechoslovakia "A"
2. Czechoslovakia "B"
3. East Germany
- "12" U.S.A. B (Puch)
- "21" U.S.A. A (Husky)

PENTON CENTRAL
"Out Where The Best Begins"

We have learned two things for sure this last month, the U.S.A. is the only place to live, and Penton motorcycles are "The" motorcycles.

Although a little tough luck dropped the Trophy Team from 4th to 6th the last day, the percentage of finishers on KTM and Pentons was fantastic. When it was all over, you might say that we lost a battle, but we sure haven't lost the war!!

I worked at one of the check stations in a small town in Czechoslovakia, and each day I was more impressed with the way our motorcycles and riders performed. They would come into the check with 6 to 14 minutes to spare; the "coolness" of the riders was remarkable. After greasing the chain and occasionally tightening it, they would begin to check the bikes over for some minor adjustment that they might make. The trails they were riding were beating the riders and bikes really hard, but when they came into my check, they would act as though they were out for a Sunday afternoon ride. They have surely been trained right, and the whole bunch did a terrific job. Team Manager Wilford has much to be proud of, as well as John Penton.

Can you guess what most of the Americans missed most while in Europe? A "Big Mac" hamburger!!

We had a great time; visited several factories that make component parts for Pentons, and also the main KTM plant. After seeing it in operation, we can only appreciate each one of those cartons containing a Penton, much, much more. The KTM factory is very clean and modern; with the best of machinery. The quality control sections especially impressed me. After seeing the motors put together, tested, installed in the bike and tested again, I begin to wonder just how we have these few "Freaky" things happen once they get to the U.S.A.

We had a great trip and the Central Dealers that made the tour will go along with me in telling the rest of you, that you missed a chance in a lifetime.

The boys here at Penton Central did a good job while we were away, and now if we can get caught up on a few odds and ends that we let go for thirty days, everything will be back in order.

J.R.

**MIKE CONNERS WINS LIGHTWEIGHT NORTH
AMERICAN NATIONAL 2-DAY TRIAL ON NEW
PENTON TRIALS BIKE**

Michigan, September 23 and 24. A 2-day super national observed trials was held in Michigan last week and Mike Connors of Michigan took the new 125cc Penton observed trials machine to its first victory winning the lightweight class. Congratulations Mike.



Pictured above are our new Hi-Point leathers, chest protector and moto-cross jacket. The leathers come in either black or gold, No. 402. The chest protector is green with gold stripes, No. 401. The moto-cross jacket is black with either red or gold stripes, No. 403.



**NEW PACKAGING ON HI-POINT
CONCENTRATE OIL**

We have changed the packaging on the concentrate oil No. 511 to now include 24 cans to a case. A case of concentrate will come in six packs, four cans to a pack. We will now pay the freight on 11 cases or more of oil instead of 30 cases.

THE "COUNTRY WIFE" ON TOUR WITH CYCLISTS

For those of you who are not familiar with Pat Leimbach, "The Country Wife", she is the mother of Trophy Team rider Dane Leimbach and John Penton's sister. She writes a weekly column for the Chronicle Telegram, an Elyria, Ohio daily and wrote these articles for the paper. For all those people who went, these articles will bring back many memories and for those who didn't, an insight into the old world and the Six-Days. The remaining articles will be in the next Keep'em Winning.

"What will people say when they find out The Country Wife is in Czechoslovakia when the county fair is supposed to be the high point of the summer?" asks the milkman as I'm telling him not to leave me any buttermilk for three weeks.

People who have been following my adventures for eight years will probably not consider it strange that I have gone off to an international motorcycle race in Europe.

My son and three of my nephews will be competing in this world-acclaimed affair and I have long had a burning desire to be a part of the excitement, so throwing responsibility to the winds, here I sit in the airport as the tour gathers around me.

It is not my first European tour with motorcycle people. I went on a dealers tour to Germany in 1956 and I haven't been quite the same since.

This is not the "black leather jacket" set by a long shot.

Motorcycle people (as I found out in 1956) range from college professors to morticians. And as I look around at this gang, I see a teacher, a lawyer, a bricklayer, an accountant, a lot of magazine writers, public relations men, and a lot of good clean-cut looking kids, most of them students.

The International Six Days Trials is an annual race of great renown in Europe. America is "Johnny come lately" to the competition.

And if there is a Johnny responsible for America's part in the race, it has to be my brother John Penton who went first to Europe as one of the lone unsupported riders back in 1965. He came home determined that one day America would send a creditable team to the grueling six-day overland event.

Last year was the first year we entered the race with a full team among the highest of the various entering classifications and we came home with fourth place in the world. My son and two of my nephews were on that trophy team on the Isle of Man off the coast of England.

Each night of the race last year I went to sleep beside my window under Ohio maples concentrating all my thought on waking at 2 a.m. to send E.S.P. messages to Dane as he set off on his morning's ordeal. They seemed to work.

We have high hopes for this year in Czechoslovakia.

So I have packed my overshoes and my embroidery and my dental floss with sundry other things I could think of in that final hour after I decided to go. I left three loaves of freshly baked bread on the kitchen counter, but I don't think my husband felt it was adequate compensation for what he is losing for three weeks. If there is anything consoling in the way he set his chin and said goodbye, it is only that he values my presence. (Good bean picking foremen are hard to come by.)

We fly first to Vienna then take a tour down the Danube, visiting along the way (would you believe?) small factories that manufacture component parts of motorcycles.

We will visit Salzburg also before we depart for the Krokonoše Mountains in western Czechoslovakia where the races will take place.

It is going to be a joy to keep you abreast of what this country wife does when she doesn't stay home and drink buttermilk.

They're calling our flight

Before this group arrives in Czechoslovakia for the International Six Days Motorcycle Trials, there are to be ten days of touring and sightseeing.

It was my good fortune on this first day of the trip to see Vienna with an old friend (also on tour) who was born in this city. He had not been back for many years but had an old aunt here whom he wanted to locate.

Our search for the old aunt found us lost somewhere in the Vienna Woods, north of the city, delightfully lost, I should say, for we discovered a gasthof (guest house) on a green side-hill and had lunch on a sunny terrace looking out over the woods.

In the early afternoon we located the aunt and I had one of the most amazing encounters of a lifetime.

Everyone has his own depressing account of passing behind the Iron Curtain, but I have tried on this day not to be influenced by them.

"Drab, grim, frightening" are all words that have been over-employed to my way of thinking. We passed into Czechoslovakia from Austria this afternoon enroute to the International Six Days Motorcycle Trials in the Krokonoše Mountains north near the Polish border. And immediately I heard the old remarks, "it surely doesn't look like Austria!"

But then why should it? Austria is something of a fairy land, a scrupulously neat little tableau graced with natural features, the like of which exists almost nowhere else. She is like a fastidious housewife who keeps everything in perfect order because company is coming. Her first industry is and long has been tourism. And company has come and made her prosperous.

Czechoslovakia is a country which gives the appearance of being hard at work. She existed as a nation of peasants who had been bled for centuries by aristocracies of both Eastern and Western Europe and she emerges only slowly.

Paint and patching plaster have had to wait until the essentials of food and housing were met. It doesn't seem to me that she ever was the little "jewel" that Austria is. Her people work long hard hours. (We find always the same shift of hotel personnel in the morning as we closed with last night.)

She does not abound with flowers as Austria does, but I find it ironic that Americans should be so critical. I have never seen such an abundance of flowers and neatness in America as many of this group seem to think this Communist nation should display. For my part, I feel more at home with a few weeds.

The farms are the large collective farms of which we have all read. The machinery is large and modern and seems to be deposited at day's end in a village compound. And the little yards that surround the houses are crammed with vegetables, no time or space for flowers. I even saw yards that were 100 per cent sugar beets or perhaps some sort of beet for cattle feed.

No sooner did we straighten out the red tape at the border crossing (my German improves by leaps and bounds as I am continually pressed into vital service as an interpreter), then our bus broke down. There couldn't have been a more helpful

group to break down with. They must have been about 50 per cent mechanics, and we soon had the shifting mechanism operable. The non-mechanics sat under the fruit trees and made impromptu picnics. The bus limped into a village where we were delayed for another half hour with the same repair.

Our gang flocked into the local cafe for what refreshment was available and we were a gay crowd by the time we resumed travel toward Spindleruv.

As evening drew on we approached the mountainous area and a storm threatened. The mood of the storm, the gathering darkness and the sense of being visitors in an unfriendly land combined to throw a pall over everyone; anxiety hung in the air. We were concerned, too, for the group of 16 motorcyclists who have been traveling behind and before us. (Indeed it is a strange entourage.)

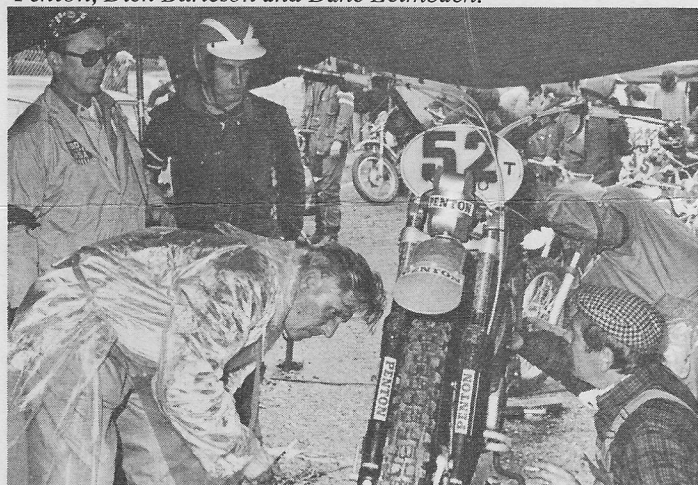
Then the storm hit with frequent lightening and torrents of rain, effecting something of a relief. The hills grew higher and the road more winding. The plastered houses gave way to many more wooden ones, some of the logs put together with white chinking plaster. Others had strips of wood laid into the plaster to form the roof peaks in a lovely peasant like design.



Trophy Team L to R, Jeff Penton, Carl Cranke, Bill Uhl, Jack Penton, Dick Burluson and Dane Leimbach.



Jack riding his 175cc down a steep downhill section.



Carl getting his 125cc sealed and marked before the start.



Carl and Bill in the pouring rain before the start of the road race the last day.

JOHN'S COLUMN



My words this month can only be a tribute to our Six-Days riders for their tremendous efforts and contributions to our American motorcycling sport.

True, we didn't win the game this time but we made enormous strides. Penton bikes brought home five golds, two silvers, and one bronze medal. Two DNF out of ten bikes entered.

The entire Trophy Team was in gold medals and riding in a good solid fourth position until the last hour of the sixth day. During the last hour Jack Penton was bewitched with a failing ignition causing spark plug fouling and lost four time marks, dropping to a silver medal. Simultaneously, Dick Burleson literally broke a chain and dropped to a bronze by the time he had it fixed. It is interesting to note that both of these riders, Jack and Dick, were the two top performing Americans until misfortune struck them.

I could never depict the Six-Days in this short column, but I have received a brief letter from an English business colleague, Mr. Chris Lavery. Chris is very knowledgeable in motorcycling and writes often for the British press. Further, Chris was manager for Joel Robert many years ago during his first years with CZ. In so many words, I believe Chris tells our story from the inside out.

Dear John,

Here are my views of the recent I.S.D.T.

Everybody agreed that the American Trophy Team made a better showing than ever before but this is consistent with your Motocross and Road Racing men, who are continually getting the better of their European rivals.

While success in the I.S.D.T. obviously depends on the special tests, I feel that it is most important to remember that before you start to worry about the special tests, you should aim for a standard of riding where it becomes exceptional if an American Penton rider does not pick up a gold medal. I feel your riders have the ability and the machines are good enough, but your present weakness is the high-speed maintenance and repairs, which is a basic essential for I.S.D.T. success.

I would like to suggest to you the idea that, after every enduro run in America, you hold a maintenance test for Penton riders. All it needs is somebody like yourself or Doug to stand by with a stop watch and as soon as the riders check in at the end of the run, you tell them that the test is to take all three control cables out and put them back again or the rear wheel inner tube must come out and go back, or any of the other things like, brake shoes, spark plugs, etc., etc. You could make it a simple competition in that the guy with the fastest time wins \$30.00 and like I say, make it open to any Penton rider who would like to join in.

The important thing is to get the riders when they are tired, so that they are working under stress. I am sure that if you get this little competition going, it will have an enormous effect

on your I.S.D.T. efforts.

You will see that the Czechs had 50 riders start this year and had 47 finish. I think this is the sort of success rate that is the first priority.

On check point controls and general assistance, I do not think this year's efforts could be improved. I think Doug did a very good job as Team Manager but maybe had too much to do, in that besides looking after the riders he seemed to spend a lot of time in the evenings sorting out the details of manning the check points etc. I think maybe you could find another person to relieve Doug of this paper work side of the business so that his sole concern is with the riders and their immediate problems.

I realize that with the political play inside the A.M.A. you may not be able to field the Trophy Team every year, but if the Penton riders become the sharpest spanner men in the land and your success rate for collecting gold medals gets up around the figures achieved by the Czechs and the Germans, then in the end facts will speak louder than words, and even the A.M.A. could not ignore them.

Yours Sincerely,

LAVERY MOTOR FACTORY

Chris

Undoubtedly, the biggest brag I have over this year's Six-Days is that a last minute change put Gene Cannady on an absolutely standard off the assembly line 175cc Penton. Gene rode this 175cc to 20th position in the 250cc class and a good solid gold medal. A tremendous rider and a tremendous motorcycle. Thanks Gene.

From this point and until I can speak to you about Six-Days during our various Service Schools throughout the nation this winter, I can only again thank each and every Six-Days rider, whatever brand of bike he was riding.

JACKPINE SEES PENTON SWEEP IN LIGHTWEIGHT CLASSES

Houghton Lake, Michigan, September 9 and 10. The annual Jackpine classic ran another fantastic National Enduro in good weather in the tight Michigan woods. Penton riders pretty well swept the lightweight classes and Lenny Keen put in the best Penton performance with 5th overall losing out at the last check.

100-B-Class

1. Dennis Pawlowski-Penton
2. Frank Abney-Penton
3. John Bumby-Penton

125-A-Class

1. Lenny Keen-Penton
3. Jim Morgan-Penton
5. Ted Balzer-Penton
6. Irvele Brockhuis-Penton
7. Ron Sape-Penton

125-B-Class

1. James Noteboom-Penton
2. Eugene Bober-Penton
3. Ed Grover-Penton
4. Cliff Bowen-Penton
5. Ken Hayes-Penton

126-200-B-Class

3. Dave Winston-Penton
5. Tom Mariucci-Penton

175CC SERVICE MANUALS READY

Most of you dealers should have gotten your shop manual in the mail. These are now available to you for your customers. No. 131-75.

FROM THE PROBLEM SHOP

Ted Penton



Our troubles are actually at a very low level this past month. Our representation at the I.S.D.T. returned in fine condition with a good share of the Gold. Not as much as we would like to have, but we are so very thankful for our successes. The first comment that most of them had to offer was that they were oh so happy that they lived in the U.S.A.

John Cobb was just bubbling over with the good little tidbits that he had picked up at the factory. But the most exciting thrill of the whole arrival was when Freddy, our Research Engineer, came through the customs door. We also knew that behind him somewhere in the belly of that Giant Bird was our first glimpse of a 250cc Penton. This engine is so highly valued by our factory that they would not let it out of the country without its designer. When he takes the cylinder off this engine he raps it in clean cloth and locks it up. John Cobb and I are the only ones who have gazed upon this beautiful piece of hand craftsmanship. Jack Penton has been given the honor of riding it in the Fall Trans Am series. Jack is not familiar with all the power that is wound up in this steed, so he is still cautious about turning it loose. Most of the top Moto-Cross riders in the world have ridden this 250 in Europe and say it is the strongest thing in existence.

Our starting gates are doing a fine job and their popularity has encircled the earth. We have an order from Sydney, Australia, and the most interesting thing about it is that the freight from here is cheaper to Australia than it is to California.

We have just completed another 500 spoke wrenches, so this will help to relieve the back orders for this item.

Our Inter-State Locomotives continue to grind out the miles between here and Baltimore, bringing in our bikes for your customers, and we only wish there were twice as many.

Back to the drawing board —

OBSERVATIONS

Ray Kussmaul was refused an entry into the Jackpine. Ray was in line for the Six-Days and when he found out he wasn't on the team, the deadline was closed. Ray was running for national points and was second overall at Jackpine two years in a row. It doesn't seem right that one of the top Class A enduro riders was refused entry in the top enduro, especially when it was beyond his control.

The U. S. Trophy Team put on the best showing of any U. S. team. They were the only U. S. Team to finish all their riders and deserved the top spot they had.

We were unable to use our Hi-Point oil at Six-Days and we sure knew it. The other oil we used caused some riders trouble by plugging up the muffler tips with oily carbon deposits.

There were so many different and exciting people on the Six-Days tour. Just meeting them all was a pleasure in itself. I think the Americans are probably the most colorful array of individuals in the world.

We still have a few of the Souvenir Six-Day programs we made up for the Six-Days. If interested in a copy, write to the Advertising Dept.

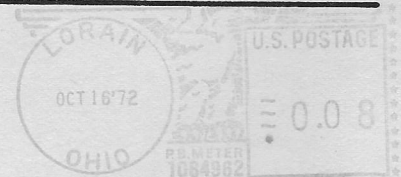
125 PENTON STOLEN

Lake Cycle of Grand Haven, Michigan has reported to us they have had a 125cc Penton stolen from their shop. This bike has magnesium front brake drum and the serial no. is 2085-6765, the engine no. is 7175-604. If anyone knows the whereabouts of this bike or receives it for service, please contact Lake Cycle, P. O. Box 692, Grand Haven, Michigan 49417.



PENTON IMPORTS

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FIRST CLASS MAIL

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