

No. 2 January 1973

# Keeping Track

The Penton Owners Monthly News Happening!



**INSIDE:**

**WOULD YOU BELIEVE  
RUSSIANS RIDING PENTONS?**

**MEASURING YOUR PISTONS**

**CARL CRANKE: VERSATILITY PERSONIFIED**

*Russian M.X. star Guennady Moisseev powers the 250  
Penton/KTM proto to victory.*

# RUSSIANS ON PENTONS?

Not only on Pentons, but riding in the 250cc World Moto-Cross Championships for 1973.

The Penton/KTM factory in Austria has clinched contracts with the cream of the Russian Moto-Cross crop for 1973. The East-West agreement was confirmed last month in Europe. This is a historic contract in the fact that it's the first time any Eastern country riders have ridden any machines in Moto-Cross other than Jawa/CZ.

The cycles the Russian team will be racing, are the Penton/KTM prototype machines we have slated for production in July of 1973. This will not only be a first for the Russians, but a first for us, as it's the first time we will manufacture anything but light-weight machinery.

The Russian Moto-Cross stars signed to campaign the Penton/KTM's are Vladimir Kavinov, Guennady Moisseev and Pavel Rulev. They campaigned the 250 circuit last year on CZ's and on several occasions took the Penton/KTM's out on the National Circuits and caused a sensation all over Europe with their fantastic unabandoned riding and speed of the new machines. The Russian stars are now starting on a 4 month training course at the Black Sea, in preparation for the 1973 250 G.P. Season.

The way the Russian M-X boys are picked to ride M-X is very interesting. They start with a group of up to 2000 boys 16-17 years old. They are given tests for physical ability and stamina and the potential for becoming a M-X star.

The best are then taken in smaller groups and continue training with small cycles and bicycles. The better boys then begin riding 250s in Junior races. After a year or two the boys with the highest potential are then given special instruction by training experts in M-X. The procedure is all outlined and has been going on for about 10 years. The finest 16 year olds who start and continue with the program have World Championship potential in 6 to 7 years.

All we can say is, Joel Robert move aside the Russians are coming, and they're on Pentons.



*In Holland, Robert was hard pressed by Kavinov (right). Robert has stated that the Russian riders are the strongest threat to his crown, and the Penton/KTM's are as fast or faster than his Suzuki. Next year will tell if he was right or wrong, as his strongest challenge in many years is now upon him.*



*World Moto-Cross champions? This year will be a tester for Pavel Rulev (left) and Vladimir Kavinov when they roll out the Penton/KTM's in Spain this year.*

## KARL TAYLOR FLORIDA MOTO-CROSS STAR

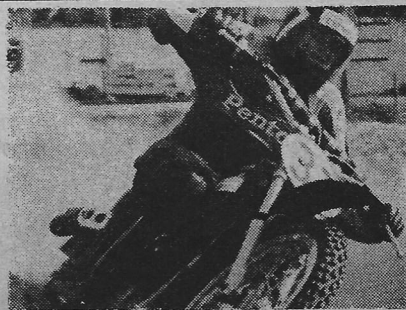
Karl Taylor, from Lake Worth, Florida area, has super dominated the 125 class in Moto-Cross on his Penton, in local races. In looking over some of his Victories below he

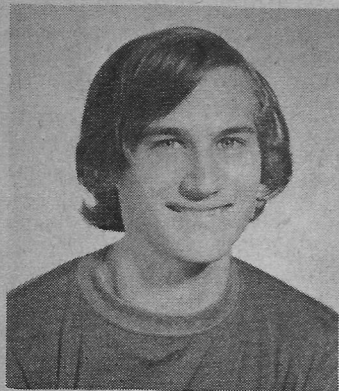
has never dropped below a 1st! Fantastic!

Aug. 6, Deerfield Beach, Fla.-1st 125 Expert, Sept. 10, Deerfield Beach, Fla.-1st 125 Expert.

Aug. 28, Fort Pierce, Fla.-1st 125 Expert, Sept. 27, Fort Pierce, Fla.-1st 125 Expert.

Oct. 8, Hialeah, Fla.-1st 125 Expert, Nov. 5, Deerfield Beach, Fla.-1st 125 Expert, Nov. 12, Hialeah, Fla.-1st





# CARL CRANKE VERSATILITY PERSONIFIED

Every once in awhile someone really outstanding comes along and proves the old philosophy, "That nothing is impossible once you set your mind to it." California rider, Carl Cranke must use this metaphysics as a guideline for his racing. For rarely do we have the opportunity to spectate a rider that exhibits such a grandstand performance in so many different types of motorcycle competition.

Cranke, sparing few words with his peers or colleagues, displays a riding finesse that he readily and flawlessly adapts to each type of motorcycle event with the same determined skill that made him the champion he is. At the age of 24, he has been riding for about eight years and has racked up quite a list of accomplishments. To name a few he

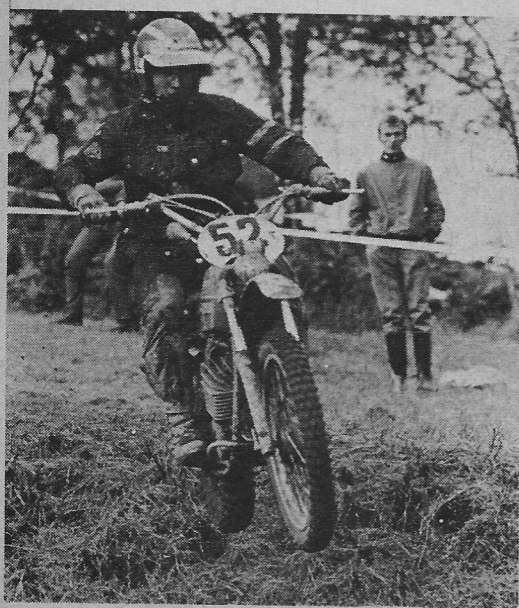
was overall winner of the Hopetown Grand Prix and 2nd overall at the SNORE 250 mile desert race in 1971. He placed 2nd overall at the Trask Mountain 2-day trials and won a gold medal at Trask Mtn. and the Central Ohio 2-day trials. He was overall winner at the Reno 100 mile hare scrambles, and was high point novice short tracker in 1968. He was chosen by the AMA to be a Trophy Team member for the 1972 ISDT. In this event he won a gold medal and placed 12 in the world standings in the highly competitive 125cc class.

We are really pleased, and we hope all of our West Coast Penton riders are too, that Carl will be joining the Penton West family as the Manager of the Service Department. This will be a definite advantage for everyone, because in addition to be-

ing a superb rider, he also has a knowledge of the mechanics of the Penton cycles and will be able to solve any problem you might encounter with your Penton.

Since he has returned from the Six-Days he has been competing in two or three classes in some of the California Moto-Crosses and Scrambles.

Here are some results. C.M.C. EUROPEAN SCRAMBLES, Carson City, Nevada, 1st, 125cc Expert Class, 1st, 250cc Class (175cc Penton); DIRT DIGGERS HOPETOWN, 1st, 100cc Class, 2nd 125cc Class, 2nd 250cc Class; POLKA DOTS 80 MILE HARE SCRAMBLES (700 entries) 1st overall on a 175cc Penton; CARNIGIE PARK MOTO-CROSS, 1st 250cc class (175cc Penton).



*Carl excels at moto-cross, scrambles, cross country, short track and speedway. This year he rode the trials circuit for the first time and excelled. Here he is in a special test at the Six-Days.*

*At the Six-Day road race, Carl paced such riders as Farioli and the factory Puchs in the pouring rain.*

RESEARCH

PENTON



PENTON

# LET'S DO IT RIGHT

by john cobb

DEVELOPMENT

**SUBJECT: Pistons, Cylinders & Rebor-ing**

Generally, this article could be a base for most piston work, but it is directed toward our Penton owners and their machines.

First, when should you rebore or replace a piston?

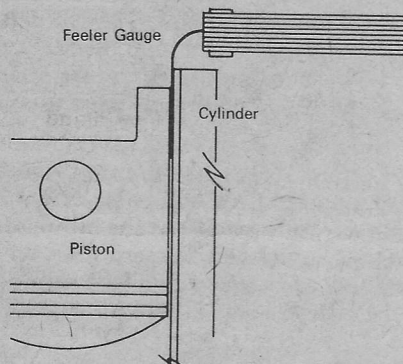
1. On a 100cc Penton, when you get .005" clearance.
2. On a 125cc Penton, when you get .005½" to .006" clearance.
3. On a 175cc Penton, when you get .006" to .007" clearance.

Now here is how you measure the piston and what you will need.

1. Most people do not have micrometers, which is the most accurate way for measuring the piston clearance, but if you do have access to one, use it.

To check the size of the cylinder, you should have an inside micrometer. But if not, we can still check piston to cylinder clearance. What you will need is a feeler gauge.

A. The best way is to take the rings off the piston, and insert the piston in the cylinder the way it would normally run. After doing this, try putting the blades of the feeler gauge in between the cylinder wall and piston. Do this until you get a drag on the blade, see how many thousands it has, and you will know the clearance.



The clearance should be checked at the top of the cylinder and the bottom. This is to see if there is any taper.

B. The most accurate way is with an inside micrometer and should always be used whenever possible. The way it is done is by inserting the inside micrometer at the bottom and checking the size, then do the same at the top. See if there is any difference between the top and bottom. If there is, you will know how much taper the cylinder has.

C. Now, you will need to know the clearance between the piston and cylinder using an inside micrometer. The best way is to take the largest reading off the cylinder, then the piston reading, and subtract it, you will have the clearance.

Example: Cylinder reads 2.128, Piston reads 2.121. The difference is .007" clearance.

The clearance is too much.

Note: If there is very little taper to the cylinder like .001" and the clearance between cylinder is .003" this small amount of taper will not hurt.

D. All measurements taken on the inside micrometer should be retaken on the outside micrometer to be accurate and less possible chance of mistake.

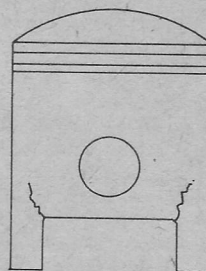
3. Now lets say you found .005" clearance between piston and cylinder,

(which is borderline on a 125cc.)

A. Look at the cylinder. If the cross hatch is still in it and there are no bad scratches, the cylinder is probably alright and not worn. So take the piston and mic it and then mic a new one of the same size. If the new one is .002" larger than the used one, this would give you .003" piston to cylinder clearance, which is good. So you should just break the glaze in the cylinder with a surface hone and install new piston and rings.

B. A piston will usually wear more than the cylinder, because it is made of aluminum. By checking pistons for wear and not having to rebore, you will get much longer cylinder life.

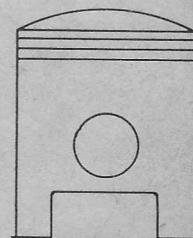
4. Let's say the cylinder to piston clearance is within limits and a rebore is not needed. That does not mean the piston is in good shape.



A. Check the rings in their lands. You don't want much more than just noticeable movement up & down.

B. Check the corners for cracks. Usually caused from over revving.

C. On our 175cc Jackpiner the clearance should be checked often. Keep a close look for cracks on the piston. Remember if a piston skirt breaks off, it may cost you a new cylinder, connecting rod, piston and possibly a set of cases. The reason the 175 is more critical, is the way the piston is made.

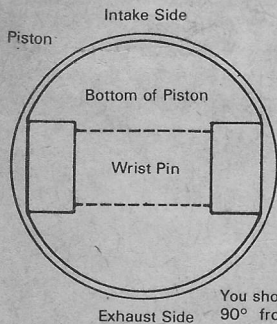


The wrist pin hole is low on the piston. If excessive amount of clearance occurs, the piston starts rocking back and forth, breaking the piston skirts.

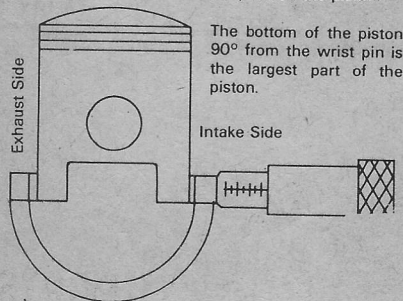
5. Piston rings and piston clearances.

A. Piston rings should have noticeable up and down movement in their ring lands, which is about .002" movement. If excessive amount of up and down movement is found, the piston should be replaced. Whenever installing new rings, be sure and check this, plus end gap. This wear in ring lands comes from dirt, water and high R.P.M.'s (over revving).

B. End Gap. This is checked by inserting just the ring in the cylinder. You should put the ring in square in the cylinder about ½" to ¾" down from top of cylinder. Then take a feeler gauge and check the gap. Check both rings. Usually you do this if you are only replacing rings and using an old piston. Be sure and clean all carbon from ring lands before installing new rings on piston.



You should mic the piston 90° from the wrist pin hole, and on the piston skirt, not on the piston.

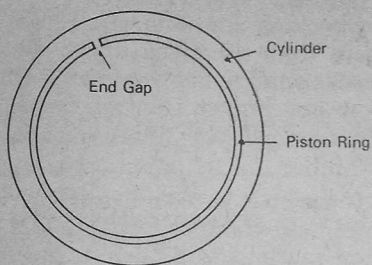


The bottom of the piston 90° from the wrist pin is the largest part of the piston.

In otherwords, the piston is built in the form of a taper and is shaped like an egg. The largest part being the front and back at the bottom of the piston.

2. Now you know the piston size. We have to find out the cylinder size.

The cylinder is not tapered or egg shaped and should not get this way. It shouldn't have any groves in it where something has broken and was tearing up the cylinder wall. A good cylinder should have a good cross hatch pattern from honing.



	END GAPS	
	Min.	Max.
100cc	.004 - .005	.010
125cc	.007 - .008	.015
175cc	.010 - .012	.018 - .020

C. Piston to cylinder clearances for reboring cylinders:

100cc - .0015 to .002

125cc - .0025 to .003

175cc - .003 to .0035

These are the clearances you should use when reboring cylinders.

Remember, whenever you rebores a cylinder, be sure and round or radius the top and bottom edges of all ports. This is so the rings will not catch in the port and break them causing much damage. Remember, every little thing counts in reboring. A cylinder and piston set-up properly will give good power and reliability for many hours.

99% of piston and ring wear is dirty air, water and excessive high R.P.M.'s. Your cylinder and piston are only as good as the air filter system. Keep your air box and filter very clean and well sealed from dirt & water.

Please, for the benefit of all Penton owners and riders, whether your home be in Australia (and there are Penton owners in Australia), California, Texas, Italy or etc., it is our intent that this little "Keeping Track" newspaper be nonpartial to all riders and areas. Remember, it is compiled and edited in the Mid-West by us in the Mid-West and we are not perfect. If we mess up, and are somehow recognized or thought of as being partial, we are sorry.

Next, the more you send in from your area about Penton activity, the more space anyone area will get, providing we have enough room. God knows we are always looking for this info. The same goes when I talk about Service Schools and etc. These activities are planned and scheduled by the Penton organization in your part of the country. In the case of Texas, it is run by Texans. I don't have any idea what you Arkies can do except listen to the Texans. But, anyway, I hope all of you Penton owners get the message. A Penton rider is a Penton rider to us, wherever and whoever you are. You are first supporting the sport and then putting bread on our tables.

It must be remembered that it is hard from my point of view, sitting here in Ohio today, deep in snow in zero degree weather, to always understand that guy in the Florida swamp or California desert, but I feel with him when his bike craps out.

We feel that we have brain washed Billy Uhl enough that we are safe in letting him go back home to Boise, Idaho for Christmas. The only problem with that is, he may come back with another Boisian; who knows? But if that one would be as genial as Billy, I think all will go well anyway it goes. For the benefit of Herb and Rose, don't worry too much, you can take the boy out of the country, but you can't take the country out of the boy.

Jeff Penton decided it was time to get out from under his family's apron strings and is now out in Amarillo, Texas working for Penton Central as their Service Manager. It should be interesting and challenging for Jeff, because he is just a little guy rattling around among all those big Texans and by golly if you know some of those Texans like I know some of them, they can really make a Penton go. I mean motorcycle.

Son Tom, is back from Viet Nam again and is now stationed at Homestead A.F. Base in Florida. Undoubtedly, some of you Florida guys must share your Sundays with him swimming around on your Pentons.

Thousands of people ask me when is the 250cc coming. I can only be honest and say, the middle of next year. Why should we try and be over optimistic with the introduction of a good bike. It is only running the bike down. Looking

at the other side of the coin, we feel good that the 175cc is straightened out in good shape and will out perform most 250cc bikes now and will out perform all 250cc enduro bikes on top end down the road. This puts us in the top competitive position right up to the time we deliver our 250cc.

In reading Motor Cycle Weekly, I ran across a story about the Polka Dot MC Hare Scrambles at Wilseyville, California where Penton rider, Carl Cranke, won the overall position. One part of the story read as follows: "At one time during the race Dick Mann was in the lead and motioned Cranke to pass. After the race when Cranke asked what was wrong, Mann said he just wanted to know what class Cranke was in. Mann rode a 500cc BSA and he could not quite believe a 175cc Penton was staying with him!"

I got word down the grape vine from a press conference in California, that the A.M.A. is going to announce the national teams for Six-Days next year. The A.M.A. announcement is to come in January. We here at Penton Imports have our fingers crossed, and hope the boys qualified well enough to be chosen for the Trophy Team on Pentons. Never-the-less this should offer all involved in the Six-Days, be it any made of bike, plenty of time to prepare and train for the job at hand.

In closing, I wish to convey our feelings for a response from you, the reader, of the "Keeping Track" paper. We want all Penton owners to get one, if possible, and we would like to hear your response. It's the only way we will really get this thing off the ground.

## PENTON IMPORTS HAS NEW ADDRESS

Due to the increase in our popularity these past two years we have found it necessary to move to larger facilities. Our new address will be Penton Imports, 3709 West Erie Ave., Lorain, Ohio 44053. Please direct all correspondence to this new address.



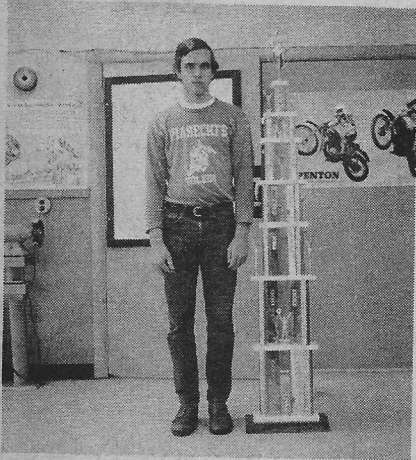
With the grips of winter being around us here in the East, there is but little we can think about but snowmobiles and our Penton Service Schools. This year we have the biggest ever Service Schools planned for our dealer network. We will be teaching everything from the technicals of the Penton motorcycles to enduro and moto-cross riding techniques. This should benefit all you riders and owners of our Penton bikes, as it is intended that this information and knowledge will get back to you.

# MOTO CROSS TALK

## DISTRICT 7 M-X RIDERS PACK AWAY A SUCCESSFUL SEASON

2 rising stars we have ignored all too long, have been Jimmy Eckman and Chuck Gamber from District 7 in Maryland. These 2 riders have outpaced everybody in the Districts 125cc M-X standings on their Pentons and Jimmy Eckman took a big victory in the classic Blue Gray race and followed home by who else, but Chuck. Other Penton M-X riders putting in a good season were Rich Schaub, Louis Leslie, Art Wilson, Truman Dietzway, Shane Hood, Brian Savage, Adam Polohoff, Jeff Gray, Kenny Carnes, Dave Anderson, James Manley, Randy Viadell, Bruce Butler, Bob Thompson, Robert Kunhel, Mike Aud and Glen Saraduke.

## DOUG BEAM WINS AMHERST MEADOWLARKS YEAR END TROPHY



19 year old Doug Beam of Amherst, Ohio took his 125cc Penton to enough wins to win the Amherst Meadowlarks club trophy for high point rider of the year.

Young Doug, who's been riding competition for three years, entered over 25 races this year and finished each one placing no lower than 5th. According to Doug he specializes in moto-cross and hare scrambles and will continue to concentrate in these two areas. He works for Husqvarna East in the Part Dept. Congratulations Doug and hope to see you in the winners circle more this year.

## JENKINS/BARNES/ PAKLENKA



Rick Jenkins of the winning Penton team

No, not a new singing group, but a group of Penton riders from Idaho, who socked it to everybody in the 2nd annual Murphy G P Team Cross-Country race. And this was against all sizes, and we know Pentons aren't larger than 175cc. What a victory with a 13 minute lead, at the end of 100 miles. Those people responsible for humiliating the opposition were Rich Jenkins, Dave Barnes and John Paklenka.

## ENDURO- TRIALS TALK



*John Harwood took his Penton to overall at the Blackhawk Ridge Enduro in Madison, Wisconsin. Ray Statz took the 200cc class also on his Penton. Congratulations.*

## ENDURO RULES YOU SHOULD KNOW

Reading the fine print of the AMA rules book, can keep you out of trouble if you're riding AMA enduros. Here are some rules few enduro riders know and should. Do you?

### FLAG IDENTIFICATION AT CHECKS

All checks must have flags indentifying them. Sometimes knowing what's ahead can win a run, if you know what you're looking at.  
Known Control - Yellow Flag  
Observation Check - White Flag  
Secret Check - Red & White Flag  
Emergency Check - Green & White Flag

### CHECKING STATIONS

Checking stations shall not be more than 40 miles apart. Secret checks shall not be less than 5 miles from any known Control, Secret or Emergency Check, if the run is over 100 miles.

If the meet is 100 miles or less, the minimum distance from other checking stations will then be no less than 3 miles. (Note: If the run is 100 miles exactly, check with the promoting club before start as there have been many a fight over this.)

Secret Checks shall not be less than 2 miles before nor 3 miles beyond a gas stop. A lot of people confuse Gas Available with a Gas Stop, and get caught either too early or too late, so read the route sheet very carefully. A gas Available can be placed anywhere on the course without respect to checks.

Secret & Emergency Checks can be combined, but the scores for each are computed separately, and the identification flags must be displayed together.

## 6 MORE NATIONAL ENDUROS ADDED TO 1973 CALENDAR

The AMA added 6 more Nationals to the already approved schedule of 12 Nationals for 1973. All the runs added are west of the Mississippi, so the Western Enduro riders will have a crack at Nationals. The runs added are:

Jan 21, 100 mile, Piney Woods, Baton Rouge, La. Apr. 1, 125 mile, Red Garter, Hawthorne, Ca. May 26-27, 500 mile, Greenhorn, Pasadena, Ca. Oct. 28, 125 mile, Cotton Boll, Amarillo, Texas. Nov. 4, 125 mile, Redwood, Crescent City, Ca. Nov. 11, 125 mile, Kaw Valley, Lawrence, Kan.

## SONNY JORDON TAKES HIGH POINT AT POST ENDURO IN POST, TEXAS

Sonny led the Penton sweep on his new 175cc Jackpiner and what a Penton lineup in the lightweight classes.

"A" 100-1st E. W. Bryan, 2nd Dave Tow.

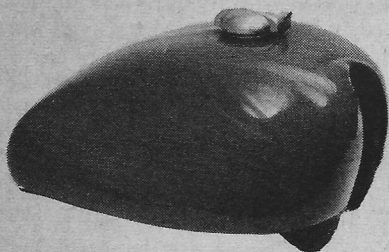
"A" 100-200-1st Dr. Dean Beddow, 2nd Glen Terry, 3rd Jerry Augtin.

"B" 101-200-1st Joe Terry, 3rd Bill Pando.

Powder Puff-2nd Peggy Bryan

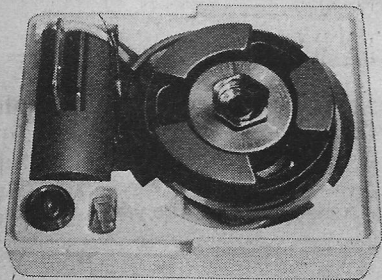
# New Products

## ALUMINUM PENTON TANKS



Beautiful aluminum Penton tanks for the CMF models. They come in two sizes, 1.8 gallon and 3.6 gallon. These tanks have the quick filler cap and just mount right on your Penton. Comes in Penton colors, green, blue and red.

## RACING MOTOPLATS



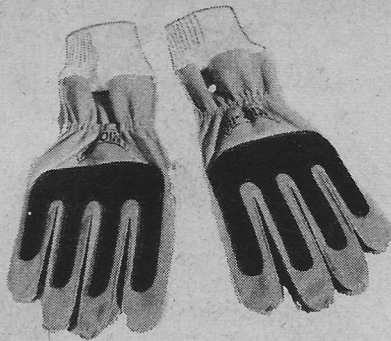
The special ignition system for racing only. Internal flywheel with "Solid State" system, allows your Penton/Sachs engine faster revving and adds more power. Easy to install. This ignition is for racing only and does not include a lighting coil.

## HI-POINT GLOVES



Top grain leather with padded finger backs. No seams inside. Elastic wrist construction. Comes in colors black with red padding and tan with black padding and sizes small, medium, large and extra large.

## HI-POINT HI-IMPACT GLOVES



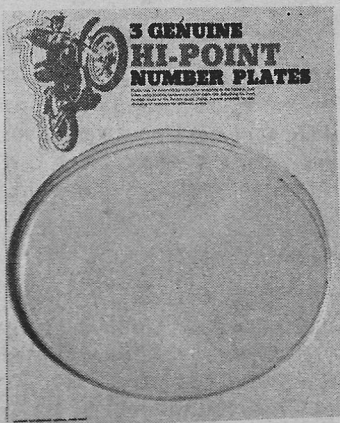
Top grain Swedish leather M-X gloves with special high resistant impact padding on the fingers and backhand. Knitted cuff. Excellent for enduro riding too. Sizes 9 and 10.

## FLIP UP GOGGLES



The new visor with folding goggles for all motorcycle riders. Comes with visor, goggles and five cover lenses for goggles. Can be used with ordinary goggles or without, offers protection to the eyes and nose against stones.

## UNBREAKABLE NUMBER PLATES



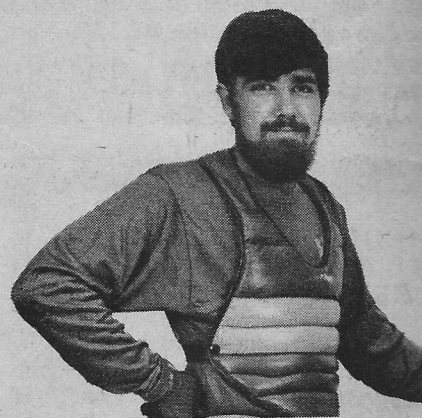
Genuine Hi-Point number plates packed three to a card. These unbreakable number plates come in colors yellow, green, black and white.

## HI-POINT TIE DOWNS



Hi-Point shur-release tie downs, specially designed for motorcycles. Strong and long-lasting with metal hooks and buckles. Comes in Penton color green and white, easy to use and secure.

## HI-POINT LEATHER CHEST PROTECTOR



A definite must for the moto-cross racer. Made of 100% top grain leather. Chest protector comes in vivid green with gold stripe.

## HI-POINT CHAIN OIL



Synthetic based deluxe chain oil of the highest quality. Specially formulated for the competition rider. Gives those competition chains that extra needed protection. The 8 oz. bottle means no waste.

# OWNERS MAIL CALL



Here you go. Have something to say? A question? A notice? A win you would like to notify us of? Here is the place to do it. We will print your letters every month in a column devoted to your thoughts and ideas. When writing us, be sure to address it properly, so we know your intended use.

Mail to: "Keeping Track"

## Penton Imports

3709 West Erie Avenue  
Lorain, Ohio 44053

Dear Sir,

I have a new 125 Penton and I like it a lot, but is there any way I could make it faster? Don't get me wrong it's fast and powerful, but I just wanted to know if Diff brakes are worth getting? And I wonder, when I've used all of my boring room in my cylinder, what to do. Buy a new one or can I possibly make it a 175? And one more thing, should I change my carburator? Like put a Mikuni's on it, others say it would be best, I don't

know I figured you would. Thanks a lot for your time.

Sincerely yours,  
Alex Kissel  
Tennyson, Indiana

Alex,

When you start hopping up the engine, you will sacrifice reliability of the engine. If your Penton is in a good state of tune, you shouldn't have any trouble with competition.

We haven't tested the Diff brake to know that much about it. We're not using them.

When you have bored your cylinder to the last over bore, a new cylinder liner can be installed. You can't bore the 125 to 175cc. I don't think you should change the carb. A bing is very good and reliable, and easy to adjust.

John Cobb  
Penton R & D



How MUCH you do is important.  
How well you do it is decisive.

## THE FICKLE FINGER OF FATE AWARD

And so the story goes. Human nature prevails again. And the winner laughs at the ignorance of his opposer and the opposer keeps tearing away at the winner just for one more yea or nay from all concerned. And he reigns over his self built objective empire and passes down judgement on those that will bring him attention. Well, Dirt Bike Magazine we salute you and compliment you on your good taste for chosing Penton as your prey. For what other winner could bring you so much attention? None, I'm sure. You have thoroughly knocked, badgered and blown your minds in an all out effort to oppose us and in this effort you have succeeded. And we are sure you have racked up an impressive amount of nays and yeas. To our Penton owners, lovers and fans may we join together and present Dirt Bike our heartiest laugh. It takes more than words and criticisms to break the spirits of the winner.

### REGISTERING FOR YOUR SUBSCRIPTION TO "KEEPING TRACK"

If you purchased a new Penton in '72, you are entitled to a year's free subscription to "Keeping Track". If you have not received your first issue in the mail, fill out the coupon to the right and send it to us so we can put you on the mailing list. If you do not own a Penton or if you have a used or older model and desire a subscription, fill out the coupon with your name and address and enclose \$6.00 for a year's subscription.

- I have purchased a new Penton in '72.  
 I have not purchased a new Penton in '72 and enclose \$6.00 for one year's subscription. Do you own a Penton now? \_\_Yes \_\_No.

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Penton Purchase \_\_\_\_\_ Your Dealer Name \_\_\_\_\_

Size \_\_\_\_\_ Frame No. \_\_\_\_\_ Engine No. \_\_\_\_\_

Mail to "Keeping Track", Penton Imports, 3709 West Erie Avenue  
Lorain, Ohio 44053



## PENTON IMPORTS

3709 West Erie Avenue  
Lorain, Ohio 44053

BULK RATE  
U.S. POSTAGE  
**4.8¢ PAID**  
Lorain, O. 44052  
Permit No. 3

McClelland Cycle Center  
RD #3, Box B 297  
Grove City PA 16127