

No 20 June

Keeping Track

The Penton Owners Monthly News Happening!



Jeff Hill at the Franklin 75

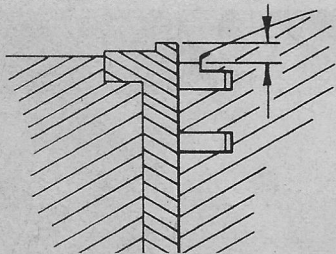
PUTTING 6 MORE HORSEPOWER INTO THE PENTON 400

If you really need more power than the 400 M-X is giving you these modifications will give you an incredible 6 horsepower more at the rear wheel at 7000 R.P.M.

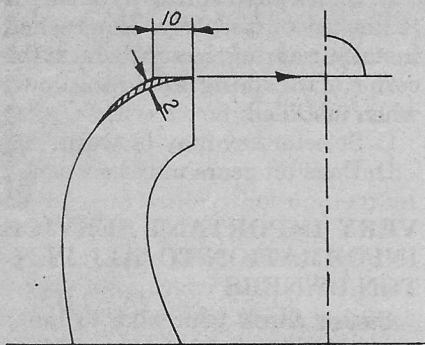
The biggest modification is the exhaust pipe.

400 MINT M-X TUNING SPECS

DECK HEIGHT — 1.6mm



Make main transfer ports on the exhaust side horizontal for 10mm.



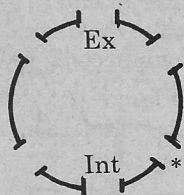
IGNITION ADVANCE — 2.3-2.4mm

EXHAUST OPEN — 188°

TRANSFER OPEN — 128°

INTAKE OPEN — 157°*†

†(If too much, Shorten Piston.)

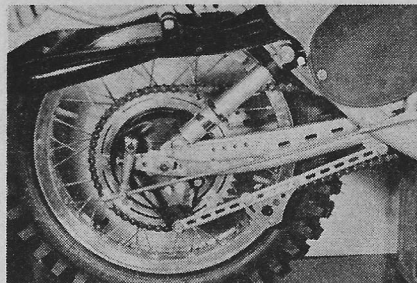


*Note possibly on some cylinders this won't work because this transfer can be too high.

HOW TO PROPERLY ADJUST YOUR CHAIN

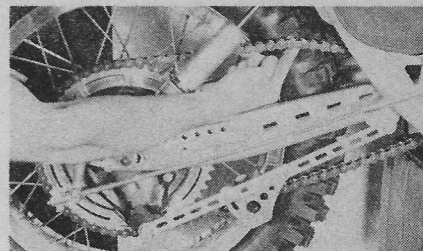
It may sound like an insignificant thing but properly adjusted you will get superior chain life, chains that don't come off, break or ruin your mainshaft bearings or engine mounts.

1. First determine what position you will be running your shock absorber in. Then remove your shocks and take off the springs. Remount one shock without the spring and let the shock collapse to full travel.

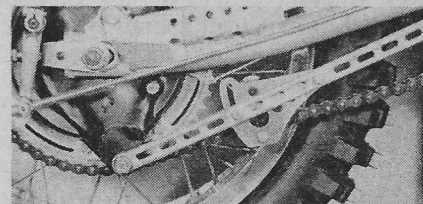


2. Now adjust the chain so that there is approximately one inch of up and down play. This is the correct chain tension.

3. Now replace your shocks completely. If you note the chain tension with the shocks installed, you can then keep the proper chain tension without removing the shock and springs.



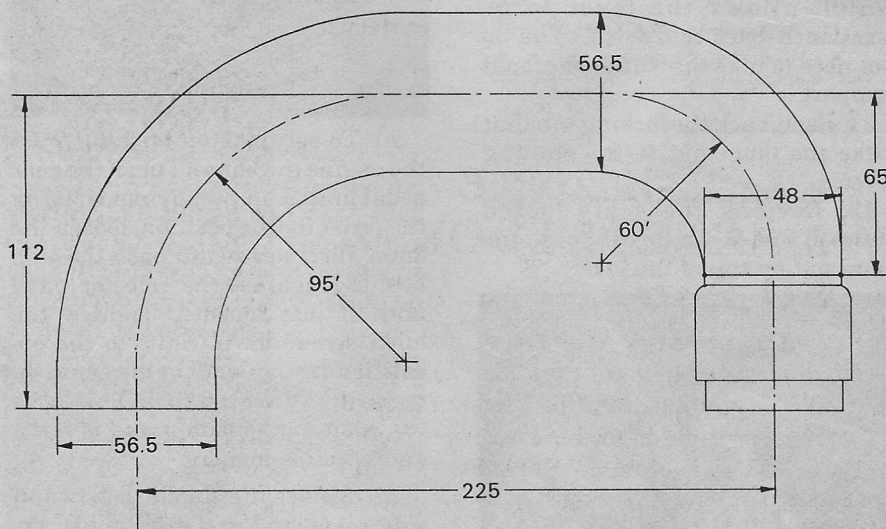
4. Now adjust the chain guide block so it slightly pulls the chain above the teeth of the sprocket.



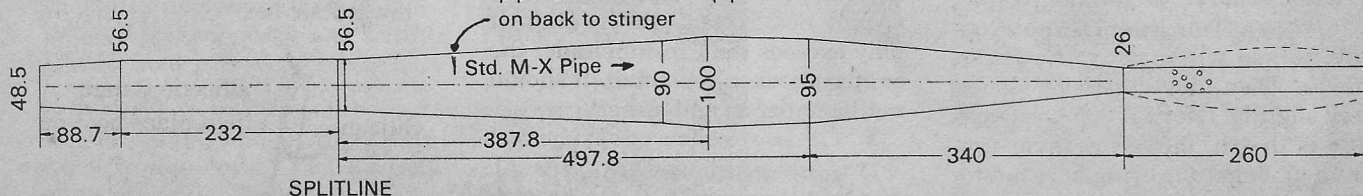
Check the block every other race or more for wear. Turn it over when worn on one side then replace when worn on both sides. Always keep your chain lubricated before and after every event and you shouldn't suffer from any chain problems.

5. Also check your master link and be sure your wheel is lined up straight with the countershaft and rear sprocket. Never run too tight of chain or engine damage can result to the mainshaft and bearings by too much tension.

New M-X pipe modifications



Roughly up to this point pipe is standard M-X pipe on back to stinger



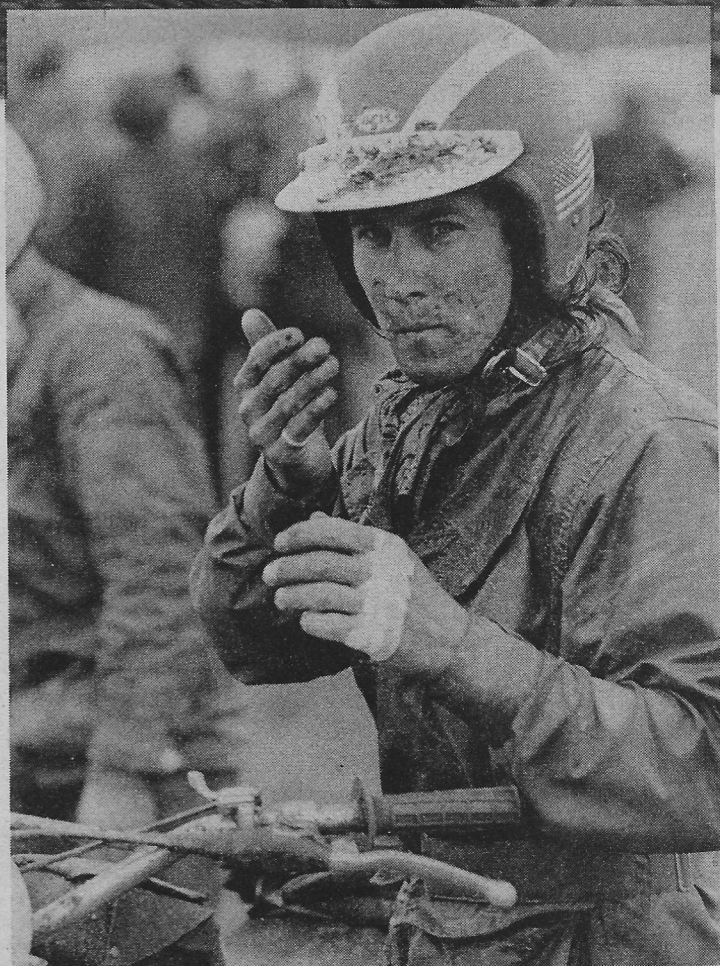
SPLITLINE



Carl getting his front wheel in the air over the slippery ground at the Ft. Hood 2-Days where he took his 2nd overall in a row. Photo courtesy of Tom Beesley, M.C.W.

CARL CRANKE MAKES IT LOOK SO EASY.....

Super star Carl Cranke has dominated most of the 2-Day Qualifier Trials and has become the man to beat at every one held. He's won Ft. Hood, California and Bad Rock overall and has collected a Gold Medal in all 5 events he's competed in to date. Carl will be looking forward to his 4th ISDT this fall at the Isle of Man and his 4th ISDT Gold Medal. Look at Masita!!



CRANKE MAKES IT TWO IN A ROW AT FORT HOOD

Fort Hood, Texas. The usually dry and dusty Fort Hood 2-Day turned into a real mud run when rains came down the second day and made the course extremely slick. It almost turned into a complete Penton show as Penton riders captured all but one class.

Carl Cranke again came out on top for the best score of the run. Penton Imports captured the Manufacturers Trophy with Penton East second.

PENTON WINNERS

100cc - 1st Dane Leimbach, 2nd Ted Leimbach; 125cc - 1st Tom Penton, 3rd Carl Stuart, 4th Bob Powers, 5th Rick Munyon; 175cc - 1st Danny Young, 3rd Jeff Gerber, 4th Ken Williams; 250cc - 1st Jack Penton, 2nd Eric Jensen; 350cc - 1st Carl Cranke.

TRASK MOUNTAIN TRIAL A DISASTER FOR MOST

McMinnville, Ore. For anybody with a 175cc cycle and smaller the Trask Mountain Trial turned into a nightmare, at about 30 to 40 miles out a narrow uphill with a large log across it stacked up with riders not allowing very many through. The larger bikes that went first off the line had torn the hill up badly and the run came to a halt for most riders. Dane was over his hour when he got to the next check and riders like Tom, Danny Young and others had lost a large number of points. For most riders it had to be a psychological let down. There were no 100cc finishers. Tom Penton was the only 125cc finisher!!! Only 7 finishers in the 175cc class.

It seemed 2 years ago the same spot was used with similar results so it makes you wonder why it was incorporated again. Many riders travel thousands of miles to participate in these qualifiers and to be forced out by poor layout is unwarranted.

PENTON MEDAL WINNERS

125cc Tom Penton, Gold

175cc Denny Vandecar, Bronze
250cc Don Stover, Rod Busch,
Silver
350cc Carl Cranke, Gold
500cc Mark Adent, Jeff Hammond,
Gold

BAD ROCK QUALIFIER AND CRANKE SCOOPS ANOTHER ONE . . .

Weston, Ore., May 10 & 11th. Last week's results were still pending at the fated Trask Mountain Trials when Bad Rock ran the following week.

The run turned out to be very difficult with deep fast running streams taking their toll of riders from good to bad. Many of the top riders saw their cycles washed out down the streams. Jack watered out dropping him to Bronze. Danny Young went from Gold to Silver.

Carl Cranke took his Penton to his 3rd overall of the year and left most of the competition far behind. Dane dropped out of his first qualifier of the year when his engine finally gave out. Tom took his 125cc Penton to his 5th straight class win. Bill Uhl after an unprecedented 2 DNF's for himself took the 175cc class with Denny Vandecar of Lansing right behind. Don Stover on his Penton pulled up 2nd to Dick Burleson in the 250 class.

Mark Adent captured a Gold but lost the class win to Mike Hannon on a Bultaco by 1/2 a point. In the Team competition Penton West with Carl Cranke, Mark Adent and Danny Young scooped first and Penton East with Rod Busch, Gary Younkings and Denny Vandecar in the runner-up slot.

UNOFFICIAL RESULTS

100cc Joe Pyle, Penton - Gold
Larry Bagget, Penton - Gold
125cc Tom Penton, Penton - Gold
Steve Masterson, Penton -
Gold
Dan Dillon, Penton - Silver
175cc Bill Uhl, Can AM - Gold
Denny Vandecar, Penton -
Gold
Danny Young, Penton -
Silver
Jeff Gerber, Penton - Silver
250cc Richard Burleson, Hus. -
Gold
Don Stover, Penton - Gold
C. Vincent, Ossa - Gold

Gary Younkings, Penton -
Gold
Rod Busch, Penton - Gold
350cc Carl Cranke, Penton - Gold
Kevin Leroie, Ossa - Gold
Jim Fogle, Rokon - Silver
500cc Mike Hannon, Bultaco -
Gold
Mark Adent, Penton - Gold
Jeff Hammond, Penton -
Silver

ALABAMA . . . ALMOST, CLOSE, GOOD LUCK & BAD

The 4th contest of the 2-Day Qualifiers saw the Penton Team effort slip to 2nd place when disaster struck. Carl Cranke with a flat . . . Jack Penton with a broken chain. Mark Adent with a sour engine and Danny Young with a host of problems.

Despite the disaster of the stars we clinched 3 class wins and Trials star Denny Vandecar took his 175 Penton to 1st in class and 2nd overall. Tom Penton won again taking the 125cc class for his 3rd class win and Gold Medal. Dane Leimbach captured the 100cc class for his 4th straight Gold Medal and class win.

Carl's flat forced him to 4th in class but he retained his Gold, Ron LaMastus of Indiana took 2nd in the 350 class on his Penton.

PENTON WINNERS

100cc: 1st Dane Leimbach, G.; 2nd James Mize, G.
125cc: 1st Tom Penton, G.; 2nd Dwight Rudder, G.; 4th Bobby Thomas, S.; 5th Charlie Roberts, B.
175cc: 1st Denny Vandecar, G.; 5th Sonny Fussell, B.
250cc: 4th Eric Jensen, G.
350cc: 2nd Ron LaMastus, G.; 4th Carl Cranke, G.

POTOSI 2-DAY QUALIFIER

With the Mississippi 2-Day cancelled due to high water, it afforded the riders a much needed rest before Potosi.

All the trials stars were on hand and the schedule was closing in those who still needed a good ride to get qualified with only one more left after Potosi.

Saturday the rains came to the Ozark Hills and made the course very slick, but timers were set low so most riders had no problems. At the end of the first day Cranke held a slight lead over Burleson with Jack a few more points behind.

Sunday the weather turned better and the run boiled down to a knockout battle between Carl and Burleson. The last thing at Potosi is the Moto-Cross test and Carl and Burleson fought it out in the same heat. They were neck and neck till Carl overshot a corner and lost the overall spot to Dick by 1 mere point (second)!! It seems almost impossible that for two days of hard riding that 1 second would mean victory!!

Dane Leimbach missed his first trials of the year when he broke his collarbone the week before at a Moto-Cross. Tom Penton again dominated the 125cc class and Carl the 350. Pentons won the trade team and all in all a good weekend ride.

PENTON WINNERS

Trade Team

1st: Penton Imports, Jack, Tom and Carl; 2nd: Penton East, Bush, Young, Younkins.

125cc Class

1st: Tom Penton, Gold; 3rd: Carl Stewart, Gold; 4th: Dwight Rudder, Gold.

175cc Class

3rd: Denny Vandecar, Gold; 5th: Jeff Gerber, Gold; 7th: Dan Young, Gold.

250cc Class

2nd: Jack Penton, Gold; 3rd: Gary Younkins, Gold; 4th: Rod Bush, Gold; 8th: Don Stover, Gold.

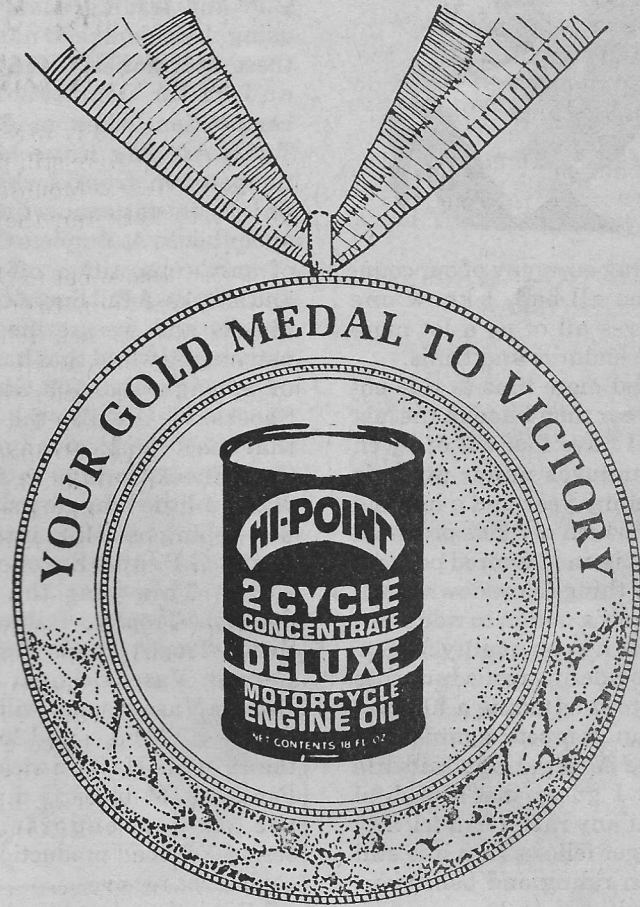
350cc Class

1st: Carl Cranke, Gold.

JACK OVERALLS LITTLE BURR

Lake Hope, Ohio. What used to be a National Enduro was now the Ohio State Championship Enduro at Lake Hope, Ohio. With the Mississippi 2 -Day cancelled Jack traveled down to the 150 mile run and proceeded to drop only 3 points in winning his first Enduro of the year.

Hi-Point oil is powering the 2-Day ISDT Trials Champions to Victory



5 Overall Victories and More Class Wins & Gold Medals Than You Can Count!!!

We can't really say our oil made these Champion riders win, but, it did lubricate and keep their cycles going for miles on end through the worst conditions any cycle will ever encounter. For 8 years now the riders whose machines have to last for up to 6 continuous days of the roughest competition without the slightest problem have relied on Hi-Point lubricants. Take a tip from riders who ride to win ... Use Hi-Point ... You'll never settle for anything less !!!!

THE HI-POINT LINE OF FINE COMPETITION OILS AND LUBES



2 Cycle Concentrate 2 Cycle Injection 4 Cycle Premium Transmission Gear Lube Fork Oil Silicone Fork Fluid Silicone Shock Fluid Chain Lube Chain Spray

an overall win by misplacing four points somewhere along the course. A team from Performance Cycle Hdq., Tulsa, consisting of Vern Street, Charlie White, Jim Burt, and Jim Beckham rode their 250 Pentons to an overall team victory.

Other Penton winners were:

0-100 Class - 1st Jim Moon, Springfield, Mo.; 3rd Max Flowers, Gainsville, Tx.

101-125 Class - 1st Mike Lewis, Lawton, Ok.; 2nd Ed Brasher, Amarillo, Tx.; 3rd J. McDonald, Amarillo, Tx.; 5th D. Brigance, Ft. Smith, Ak.

126-200 Class - 1st John Dennis, Jr., Lawrence, Ka.; 2nd Jerry Atchison, Ft. Smith, Ak.; 4th Perry Davis, Irving, Tx.; 5th Rodney Jones, Tulsa, Ok. (Tera).

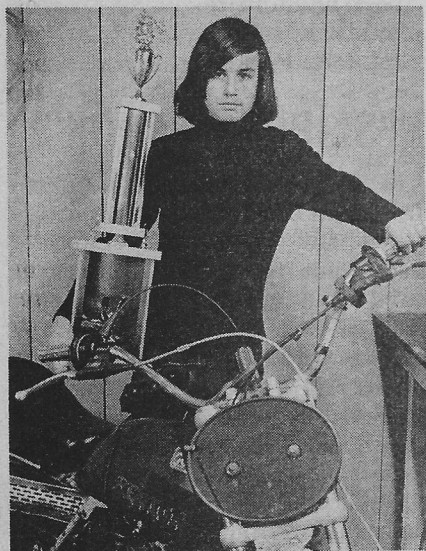
201-250 Class - 1st H. Wallace, Tulsa, Ok. (Tera); 2nd C. White, Tulsa, Ok. (Tera); 3rd Dave Fogle, Midwest City, Ok.; 4th R. Daniels, Midwest City, Ok.; 6th Terry Brown, Tulsa, Ok. (Tera); 7th L. Robinson, Tecumseh, Ok.; 8th John Dennis, Lawrence, Ka.; 9th Jim Burt, Tulsa, Ok. (Tera).

Dear Keeping Track:

I've enclosed a photograph and a few paragraphs about my son, Tad Uzzle, who has taken 1st in class in the NETRA junior enduro series.

He's been very lucky with his Penton - could this be something for Keeping Track?

Thanks,
Burt Uzzle
The Uly, Box 441
Stone Ridge, N.Y. 12484



Tad, shown here with his 125 Penton, took 1st in his class in the seven

event series of junior enduros sponsored by the New England Trail Riders Association.

He had a total of 5 firsts, 1 second, and 1 D.N.F. due to chain problems.

The events were all run by F.I.M. rules and had a heavy influence of I.S.D.T. flavoring due to the very generous help of Marcia MacDonald, Don Cutler, and others.

All events were dead engine starts, for instance, and the series also included a two day event requiring bikes to be marked, inspected, and impounded in the Parc Ferme.

Firm sound rules were enforced.

Tad's Penton always started on the first kick - a help in the dead engine start - and never missed a beat in any of the events.

His quick, steady rides earned him a third overall in the series as well as first in class.

Tad is now 16 years old, is moving on to try some qualifiers, the adult N.E.T.R.A. enduros, and some nationals.

He also admits that back there somewhere lurks a powerful urge to be a six days rider. The fine N.E.T.R.A. junior enduro series, the first of its kind, has certainly been a fine boost for Tad Uzzle.

Tad lives in Stone Ridge, New York.

Dear John,

I am writing this letter to tell you of the success in competition which I have had with my 125 Penton which I bought from Motor Sport Center in Baltimore last summer.

The first Penton I owned I ran in motocross competition, and this second one has been strictly for hare scrambles. So far this season I have competed four times; January 5th at Appalachia, 3rd place; March 1st, Trailway, Hanover, 1st place; April 5th Trailway, 2nd place; and April 19th, Appalachia Lake, 2nd place.

I am now tearing it down to overhaul it completely before the next race. I do any and all repair work on it, which has been minimal.

I thought you would be interested in knowing how pleased I am with my Penton, and I hope to keep in the winner's circle with it.

Respectfully,

Michael J. Pearl
Hagerstown, Md.

Dear Sirs:

We would like to update you on Tom Dulya, 16 years old, 100cc Penton rider from Hubbard, Ohio.

This record of races is from January 1, 1974 to December 31, 1975.

He won the National-Eastern Region and District 12 AMA Championship. At Western Reserve and Mespo Moto, he won their track trophies in his class and came in second overall at both of them.

His races include as follows: In Hare Scrambles - 1 overall and 31 1st places.

In Moto Cross he ran 6 races in the summer, only, coming up with three 1st places and three 2nd places.

He is now buying a 175 Penton and concentrating on some more Moto Cross.

Sincerely,
The Dulyas
Hubbard, Ohio

Dear Sirs:

I take this time to write you a letter of commendation on one of your Penton dealers, namely, Milton Ourso, owner of Plank Road Yamaha in Clinton, Louisiana.

Plank Road Yamaha is situated on the edge of some very fine trail riding country here in Louisiana and in order to satisfy the needs of the many riders who use this area, Milton Ourso usually opens his shop as early as 6:00 A.M. on weekend mornings, including Sundays, and often stays open til 8:00 or 9:00 P.M. This weekend, in preparation for riding a hare scramble, I discovered at a fairly late hour on Saturday night that I needed a hard to find part. Early the next morning I stopped by Milton's shop and although he did not have this part in stock, he removed one from one of his bikes and thus enabled me to ride my race.

It is a pleasure to do business with Milton, especially if you are a Penton lover, as he is always cheerful and helpful and maintains a very clean, professional, well-stocked shop.

Another good example of his unusual willingness to serve his customers, is the fact that he will deliver parts upon request down to Baton Rouge, where I live, which is some forty (40) miles South of Clinton, where his shop is located. In addition, if you are unable to deliver your bike to his shop for repairs, he

will pick it up for you in Baton Rouge, perform the work, and return it to Baton Rouge.

It is indeed a rare pleasure these days to find someone so helpful, and I am sure that I am speaking for many people when I say that I feel that he desires recognition for his efforts.

Sincerely yours,
C.F. Duchain, III

MOTO CROSS TALK

World Champion Moisseev is still out of the Championship M-X Series with a broken arm suffered in pre-training. Austrian champion Sigi Lerner has filled in on the KTM, but not with the success of Moisseev. Lerner got 9th at the Spanish GP.

Jeff Foland racing out of California has been giving some of the big name riders a real challenge on his 400. In the M-X qualifiers he has consistently gotten in the top 5 over some very heavy competition. We should be hearing more from him in the future.

Trudy Beck has completely dominated the Desert Powder Puffers this year on her Penton. Nobody gets close to her week after week. Mark Adent has been shy from the desert now due to running the 2-Day Qualifiers. He should be back in action on the Penton after Bad Rock. You can bet he'll be faster than ever. The Trail Class Experts of Mark Cartwright, Bob Myers and Chuck Hammil all on 100 Pentons seem to swap wins every other week. Dean Modesett is still the rider to beat in the 175 class. He has taken 1st almost every time out this year.

The Great Bear GP at Riverside on April 5-6 saw Danny Sanchez take his 250 to 5th and Mark Adent took 7th in the very competitive 250 class. Mark Cartwright took 5th in the 125-175 class.

Some of the west coast scrambles riders are getting the 250's moving on the scrambles tracks. Kip Culver and Bill Rose both are doing their jobs. Scrambles seem to be picking up popularity after a long slow period of growth.

*REVISED 1975 AMA MOTOCROSS SCHEDULES

DATE	SITE	EVENTS
April 6	Plymouth, Calif.	125cc & 250cc Nationals
May 4	Bruceton Mills, W. Va.	250cc National (125cc Support Class)
May 25	New Castle, Ky.	250cc National (500cc Support Class)
June 8	Baldwin, Kans.	500cc National (250cc Support Class)
June 15	Whitney, Tex.	250cc National (500cc Support Class)
June 22	Carlsbad, Calif.	500cc Grand Prix (250cc Support Class)
June 29	Midland, Mich.	125cc National (250cc Support Class)
July 6	Lexington, Ohio	125cc Grand Prix (250cc Support Class)
July 13	Omaha, Neb.	250cc Inter-AMA & 125cc National
July 19	Los Angeles, Calif.	250cc Superbowl of MX (500 Support)
July 27	Delta, Ohio	250cc Inter-AMA & 125cc National
Aug. 3	Bruceton Mills, W. Va.	250cc Inter-AMA & 125cc National
Aug. 10	Mexico, N. Y.	500cc National (250cc Support Class)
Aug. 17	Axton, Va.	500cc National (250cc Support Class)
Aug. 24	Ravenna, Ohio	500cc National (250cc Support Class)
Aug. 24	San Antonio, Tex.	125cc National (250cc Support Class)
Sept. 1	New Orleans, La.	125cc and 500cc Nationals
Sept. 28	Gainesville, Ga.	500cc Trans-AMA (250cc Support Class)
October 5	Lexington, Ohio	500cc Trans-AMA (250cc Support Class)
October 12	Unadilla, N. Y.	500cc Trans-AMA (250cc Support Class)
October 19	Buchanan, Mich.	500cc Trans-AMA (250cc Support Class)
October 26	Omaha, Neb.	500cc Trans-AMA (250cc Support Class)
Nov. 2	St. Peters, Mo.	500cc Trans-AMA (250cc Support Class)
Nov. 9	Whitney, Tex.	500cc Trans-AMA (250cc Support Class)
Nov. 16	Puyallup, Wash.	500cc Trans-AMA (250cc Support Class)
Nov. 23	Livermore, Calif.	500cc Trans-AMA (250cc Support Class)
Nov. 30	Irvine, Calif.	500cc Trans-AMA (250cc Support Class)

*Additions to the four-event 250cc National Championship Series are being considered.

Bobby Pickard has been placing very well on the Texas M-X circuit with his 125 and 250.

Mike Lenz of Hinsdale, Illinois has been burning the Illinois M-X tracks in both the 125 and open classes.

RAY BATTEY FRACTURES NECK

JACKSONVILLE, FLA. - Ray Battey of North Kingstown, R.I., a member of the Rhody Rovers' Motorcycle Club, and a Penton enthusiast, suffered a broken neck in a practice crash at the Jacksonville, Fla. moto-x held last month.

After a three-week stay at the Jacksonville Hospital, Ray was transferred to the Rhode Island General at Providence.

He's in room No. 861, and would appreciate cards and visits from his friends.

JEFF HILL

If you haven't heard of Jeff Hill, here it is. From the fine state of Georgia, Jeff Hill has dominated the

Georgia Hare Scrambles scene for the past year. He dominated the Franklin 75 Hare Scrambles and was never beat. He took his 400 Penton to victory after victory and hot shoes came from all over to try beating him, all to no avail. If you haven't heard from Jeff lately it's because he was in a crash while cycling on the road. He's out of the hospital now in a wheel chair and healing fast. We wish him the best of luck and hope to see him back on his 400 soon.

Tom Kelly and Art Blough win 1st Two Michigan Championship Enduro Rounds

Tom Kelly on a 125 Penton out of Gladwin Cycle took overall at the first Michigan Championship event, the White River Enduro at Muskegon on May 18th. The following week Penton ace Art Blough nipped National Champion Dick Bursleson by 1 point to win the second event, the Porcupine Warm-up at Harrison.

Lenny Keen on a 125 won the 125 class at both events and is also a strong contender for the series.

Penton Brake Seal Strongly Recommended To Keep Those Brakes Working Longer!!!!!!!

Your Penton dealer should have a good supply of brake seals for both the front and rear of your Penton in stock now. In our tests with the brake seal we have found that they will prolong the life of your brake shoes many times over and give you good working brakes throughout the longest and wettest events. The Six-Day Team has been using the brake seal with great success in the Two-Day Qualifiers. Properly installed, a simple procedure, the brake seal

should last indefinitely. The brake seal consists of a special rubber gasket and glue that is simply glued onto the backing plate. Once installed according to the directions no further adjustment need be made. The brake seal will keep out water, mud and dirt as long as you don't stop and sit in a water hole.

No. 1036 Brake Seal for 100, 125 early 175 rear and all front hubs.
No. 1037 Brake Seal for all rear conical hubs.

TWIN-AIR PRODUCTS FOR YOUR MACHINE

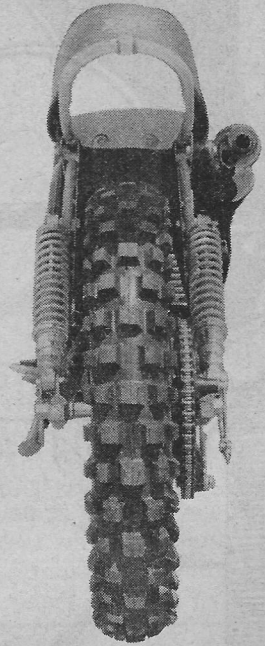
Twin Air Foam Air Filters



Your sportcycle comes with the Twin-Air Filter . . . Now you can improve it to bring it up to the new Twin-Air G.P. Filters by adding the new G.P. Filter Sock. This is a porous full sleeve sock that slips over the fine foam filter you now have. The coarse porous foam will allow full breathing and trap dust and dirt without clogging the outside of the filter. The Twin-Air No. for the sock only, is 32211. The complete Twin-Air G.P. Filter for the Penton is 02211.

Even if you don't update your filter you should use the new Twin-Air G.P. Filter Fluid in the orange and white can. This is the new fluid that is factory approved for the Twin-Air Filters. This oil will give the Twin-Air complete efficiency in both dusty and wet conditions when properly used. Next time you're at your dealers, pick up a can. You will really give that engine the clean air it deserves.

WHEN YOU RETREAD RETREAD WITH HI-POINT



Yes, the Hi-Point 4:00 x 18, No. 530 and 4:50 x 18, No. 531 are the same tires that come as original equipment on Pentons only they are made exclusively for Hi-Point by Metzeler and carry the Hi-Point label. These tires have been taking the champion M-X and Trials riders to victory after victory. So the next time you replace, replace with original equipment Hi-Point Moto-Cross/Enduro tires. Now at your dealers. If you need a good replacement tire at a more moderate price try our Hi-Point line of regular knobbies in all sizes. These come in 3 different tread patterns in all sizes including the 3:50 x 21's that are popular with the desert and sand riders.



PENTON
U. S. A.

3709 W. Erie Ave., Lorain, Ohio 44053

Bulk Rate
U. S. Postage
PAID
Lorain, Ohio 44052
Permit No. 3

Paul Joseph Danti
RD #2
Valencia, PA 16059

3-74