



Keep'em Winning

YOUR LINE TO THE INSIDE TRACK

PENTON IMPORTS



NO. 20 NOVEMBER, 1972

1354 COLORADO AVENUE • LORAIN, OHIO 44052

HAPPY THANKSGIVING

INTERNATIONAL TWO DAY TRIALS

The two day International Berkshire Trials attracted manufacturers and their best from all over the country, Spain, Czechoslovakia and Canada.

Penton Imports was represented by Dane Leimbach, Bill Uhl and Jeff Penton in the Trade Team competition. The team was struck with bad luck when Dane went out with chain problems on the second day. Although, the mishap dropped the Penton team down to sixth place, Bill and Jeff went on to win gold medals and all told Penton riders captured four gold and two silver medals out of nine Penton starts. Dale Barris won the 100cc class, Jeff Penton won the 175cc class and Bill Uhl came in third in the 125cc class.

PENTON MEDAL WINNERS

Bill Uhl – Gold	Jeff Penton – Gold
L. Gibbs – Gold	Dale Barris – Silver
Jim Hollander – Gold	Gordon Razee – Silver

NEW CHRISTMAS LITERATURE

The Christmas season is rapidly approaching, and we have been preparing for it.

We are having printed, full color fly sheets on our moto-cross and enduro accessories. The literature is designed to be self-mailing so you can send them out to your customers. We will get these in the mail to you as soon as they are back from the printers.

We will also be sending you full color fly sheets on our new leathers and moto-cross jackets. We'll have these to you before Christmas, so you can get the full benefit from them too.

We are also having new literature printed on our Hi-Point Oils. This literature is in the form of a fold out, and is pocket size. It includes all of our oils, and should be a good sales piece for you.

SPECIAL ON HUSKY DUNLOP RIMS

We're running a special on Husky Moto-Cross Dunlop non-loading steel rims. These 18" and 21" rims are going for a very good price. Call your distributor for the new prices on these rims.

ATTENTION ALL PENTON DEALERS

It is imperative that you fill out or have your customers fill out the bike registration cards and return them to us. If you have any cards you haven't returned, please do so at once.

Soon the registration cards will have return postage on them, so you can just drop them in the mail.

Penton Imports will be closed Nov. 23rd and 24th for Thanksgiving.



14 year old Kirk Johnson took first place in the novice lightweight class in the Michigan Ontario Trials Association championship trial in Windsor, Ontario. Riding a 125cc Penton Trials machine, Kirk dropped 30 points; the second man in his class dropped 50 points.

We have the Penton Trials machines in stock ready for immediate delivery.

MIKE KONNERS & HIS PENTON TRIALS MACHINE

Mike Konners took "Best 125cc" in the Komoka Challenge Trial on his new 125cc Penton Trials machine. Held in London, Ontario the Komoko Challenge Trial is an annual observed trials event which has the reputation as being one of the best and most demanding trials around. Congratulations Mike.

CARL PRICE, A HAPPY PENTON OWNER

We have a lot of happy Penton owners, but Carl Price is exceptionally happy with his 175cc Penton. He entered the Chaparrals Coyote Derby, 220 mile midnight to noon enduro and his 175cc powered him to the first overall position with only four points lost. He seemed extremely pleased not only because he won the event, but because he was competing against riders such as Bob Steffans, Dave Ekins, Western Ossa riders and the Monarch team.

Fred Hayes won the B 250cc class on his 175cc Penton in this same event. Congratulations Carl and Fred for some very fine riding.

FROM THE PROBLEM SHOP

Ted Penton



As we cheered his arrival, we are twice as sad at his parting. Ziegfried (Freddy) Stuhlberger, has to be without parallel the greatest man ever to visit Penton Imports. He is never without a smile. He is dedicated to his work as no one you have ever known. He is neat and organized beyond belief. He is precise and positive in his decisions, and is always correct. His manners and respect would fit with the finest royalty. His whole life without variation has been dedicated to motorcycles. He has hand made more engines and raced them to championships, than any other man in Europe. I don't mean that he rebuilt or remodeled, I mean he hand made every gear, shaft and case. He used the first solid state ignition ever used on a motorcycle. He hand made our first 175cc. Now he is finishing two years of testing on our 250cc bike, which he produced strictly by his ingenious ability. However great our loss at R & D in Lorain, Ohio, his absence from his bench and drawing board at KTM in Austria is costing all of you delay in final production of our 250cc bike. And where Freddy goes, also goes the 250 Proto. Back in the box and back home.

We have received and installed the most modern test equipment ever built to test all Motoplatt units shipped into the United States. Heading this department will be our Dane Leimbach, a two time gold medal winner out of two trips to the ISDT. He has just finished four days of instruction in our Research Lab by the two top technicians from Barcelona, Spain. After three more weeks of work here he will travel to Spain for further technical study at the factory. By the time dealer school rolls around there will be no question unanswered about a Motoplatt ignition.

My brother introduced this system to the United States and we know it is the best system ever designed for competition machines. Further more, we intend to stand in back of it and service it to your satisfaction. However, we need your help in the field. When we receive units in our Lab that have been poorly installed, badly abused and have over six months of racing service, it is difficult to convince the factory that they are at fault. They are quick to admit their problems and failures, but by the same token they feel hurt when they see units with warranty slips that are burnt black from running on the flywheel or packed with mud and rust. Also I feel pretty silly when he points out that a unit all corroded from time is over two years old with a warranty tag tied to its bare wires. Gentlemen, we will be fair with you and all we ask is the same in return.

We are just completing our first production run of the new "Case & Pedal Guard" that we tried in "Checko". I haven't got the cost completed at this writing, but I'm sure it will sell at an attractive price.

Back to the drawing board.

PROBLEM #1 – WARRANTY: Dealers are getting awfully lax about warranty. Warranty is on parts that are bad when they are manufactured, not after the customer has run the bike for 8 months. **CONNECTING RODS:** If they are bad or the rod bearings are bad, it should show up in the first hour of running. Usually what happens, is the customer has been over revving the engine a lot. This will usually show up as up and down movement in the rod. If the rod is burnt up or seized on the crank pin, usually the customer jettied the bike way too lean. Or it is jettied lean in the mid range and he is riding on the needle jet, not the main jet.

PROBLEM #2 – LAYSHAFTS: We've had some problem with layshafts. If you have some six speed layshafts that are bad (usually it's the first gear), and the Parts Dept. has them on back order, send them to us; we will try and repair what we can. The second thing that happens is the layshaft wheel bushing galls to the layshaft. This we can repair, so if you have a customer's bike down because of this, get in touch with us.

NOTICE: **SERVICE WORK:** The only way we can do service work on any engine, is if it is sent by a dealer – not the customer.

OBSERVATIONS

The National Enduro Circuit next year will probably be super contested. There are only 12 nationals, all within reach of the super riders and you can bet they will be set for these runs. This year Bill Kain set out on such a devastating lead that most of his opposition was left demoralized. In the last few nationals, however, Norm Ford, Jake Fischer and Lenny Keen have been running hot. I am sure Ron Bohn will be back in the scrap next year too.

At the AMA Congress the semi-pro class was a good idea, but I think they over did it with too many special rules and requirements. It will just get back to the same old thing they were attempting to do away with.

The Berkshire Invitational held for the FIM ran smoothly and was observed by Senior Bulto. From what I heard, Senior Bulto thinks they should put on another run before the Six-Days. To have to put on another event like that before the Six-Days is too much and the AMA should let Bulto and the FIM make their decision now.

The AMA Congress in the closing minutes saw Dick Mann push through an asinine change in pro moto-cross by allowing all kinds of weird sizes in classes for '74. I thought after years of stupid size juggling it was over and everybody could concentrate on the standard accepted class sizes. Guess not.

Doug Kane, 16 year old Zanesville, O. super star on the 125cc Penton beat Gary Bailey at a \$5000 Tennessee moto-cross. Bailey also was beat in the open class by Mike Hartwig of Michigan. Cherry pickin is getting harder these days it seems.

JOHN'S COLUMN



I think by this time I could write a book on the pros and cons of our successes and so-called failures at the Six-Days this year. However, it seems much more appropriate to let this be done by all of our motorcycle newspaper and magazine writers, analysts, strategists and geniuses on the subject.

I can make one comment in this area and that is that the Motorcycle Weekly, Volume 4, Issue 29, Oct. 23, 1972 had the most authentic and unbiased report on Six-Days that I have ever read. Maybe we can have a reprint of it someday.

Now, we come to another interesting situation in our motorcycle competition. Some of you dealers have been bugged with this Monarch G. S. engine bit. This is going to prove interesting. You must realize that we could have produced this machine also. However, it would have gone to the dealer for \$840.00 and this contraption Monarch is going to the dealers in the \$900.00 bracket. You can appreciate why we elected to go the standard "B" engine route. Boys, this is another typical shaft job by the Sachs Engine Factory in Schweinfurt, Germany. Monarch will not be able to furnish many of these and by the time they get back to this nonsense we will have a very clever combatant for you dealers so keep up the good work and I will assure you that you will be competitively on top of the whole thing and about \$200.00 cheaper too.

We are starting to get our production increase going so man, whatever you dealers do, keep in mind to stock a few machines this winter. That way you will have them for February. I would certainly suggest placing orders now, because generally we notify before we ship any great quantity of machines to any one dealer.

For many weeks we were held up with the enduro kits because of the speedo drive units. In two weeks this situation is going to let up and we will again be delivering the back orders on enduro kits. It has been a sore spot and I have spent many phone calls and telegrams on this enduro kit business.

But a sorer spot has been the Motoplat ignition. I beg of every dealer and rider to please not shoot us or sue us over these Motoplat troubles. In two weeks we will be supplying replacements hot and heavy and it is definitely our intention to justify all the troubles these ignitions have had. I know we can't right all the wrongs and erase all the headaches, but we will do our best to see that for every bad Motoplat we will supply a good replacement. The Motoplat has caused a lot of grief and cost to everyone, but it is one of these things that happen. All this trouble has been caused by a little diode in these units and there is nothing we can do with most of them but to replace them. Please, I ask all you dealers to bear with us and we will rectify the situation as fast as replacements arrive.

This has been the only area of technical problems we have experienced lately so we can really concentrate on it. All and all we will still prove that Motoplat is the best route in the long run.

PENTON CENTRAL

"Out Where The Best Begins"

If you want to sell Trials bikes you might follow our two best Trials bike dealers, Mike Burgess of New Orleans, La. and Jack Cartright of Joplin, Mo. These two dealers have been selling Trials bikes every week. How? Not by just sitting in the office waiting for someone to come in and buy one. They are promoting and participating in Trials on Sundays.

RESULTS

Nov. 10th — New Orleans Trials Association
1st overall — Mike Burgess, Penton Trials
1st 125cc — John Kain, Penton Trials
2nd 125cc — Bob Langman, Penton Trials
3rd 125cc — Dan Burghart, Penton Trials
1st 250cc — 152 Penton
3rd 250cc — 152 Penton

It's about the time of year for the first frost on the pumpkin. From past observations, some of you dealers want to close up shop or wait by the stove till spring, while others put on their long handles, bundle up, hit the trail for an invigorating ride in an enduro or observed trials meet. The active dealers seem to be the ones who keep their cash registers active.

We have spent every free minute laying out our annual "Cotton Boll" Enduro at Memphis, Texas (90 miles away) the last six weeks. I have been laboring under an illusion that a lot of the riders will remark that it is too easy; the rest will claim it's too tough. You can't win on a deal like this. Anyway, we all know that without something to do with a bike, the customer begins to wonder why he purchased one. You gotta promote 'em to sell 'em.

Results of "Cotton Boll" Enduro, Memphis, Texas

"A" 101-200 — 1st — Doug Wilford, Penton

2nd — Glenn Terry, Penton

"B" 101-200 — 1st — Richard Whelove, Penton

"A" 100 — E. W. Bryant — Penton

Charles White — Penton

Ronnie Rook — Penton

Father & Son — Junior — Glen Terry & John Terry (age 13)

Father & Son — Senior — Jack Moss & Joe Moss

I have just talked to our Laramie, Wyoming dealer. It's cold in Wyoming but Richard Jackson was out last Sunday riding.

80 Mile Cross Country Race

Oct. 22 — Wheatland, Wyoming

1st overall, Richard Jackson, 175 Penton

1st 175cc Class, Carl Landford, 175 Penton

2nd 175cc Class, Boyd Sundby, 175 Penton

1st 125cc Class, Harvey Mushman, 125 Penton

Carl Landford bought his 175 Saturday, Oct. 21!! Richard called me to increase his order for 175's.

We have plenty of dealer tool kits in stock for the KTM engines. The tools will work on the upcoming 250's so you might as well let Uncle Sam buy you one this year.

Gotta go get route sheets printed. J.R.

TO THE PENTON WEST DEALERS:

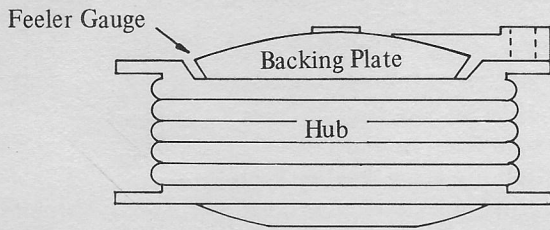
We regret to inform you that your area distributor, Mr. Moxley was too busy to write a column this month and asked that you bear with him until he finds time to do so.

SERVICE HINTS

PROBLEM: MUD & WATER GETTING INTO BRAKE DRUM.

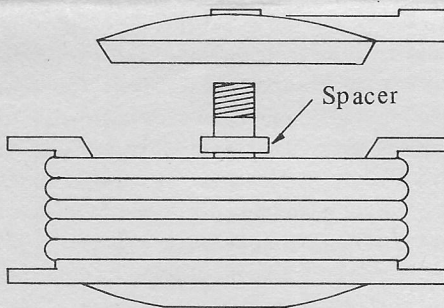
(1) Spacing backing to hub.

- A. Check the spacing by inserting feeler gauge between backing plate and hub.
- B. Backing plate to hub clearance should be .040" to .060" – 1mm to 1½mm.

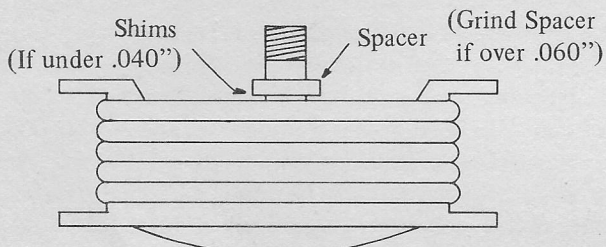


(2) If more than .060" or less than .040" change by means of spacer.

- A. Usually it is more than .060".



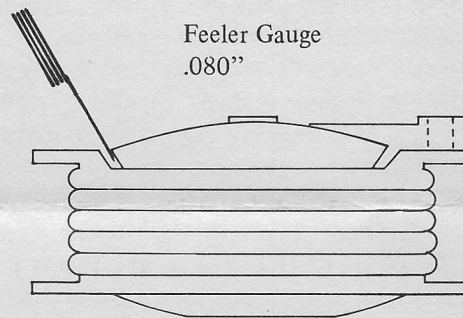
(3) If less than .040", use shims under spacer to get recommended height.



- (4) If more than .060", you should grind down spacer. If possible, all work should be done on surface grinder. If not, grind spacer on grinder and check with micrometer to make sure both sides are parallel.

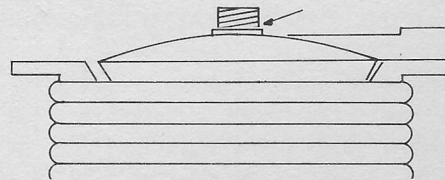
(5) Example

- A. Using the feeler gauge, there is a .080" gap between the backing plate and the hub which is too big. So grind down the spacer until you get between .040" and .060". By grinding .020" off spacer, you will not drop the backing plate .020" because the ratio is about 1½. In other words, if you have a .080" opening, and you want .060", you can't grind .020" off. To get .060" you must grind about .030" off.



(6) Last thing now, is putting the nut back on the spindle.

- A. Notice that the threads don't go all the way down on the spindle.
- B. So you must put a washer under the nut, so the nut will bottom against the backing plate holding it secure.
- C. Make sure that the nut is flush with the end of the spindle, so that the threads aren't damaged.



WHAT IS A pessimist? A man who thinks everybody is as nasty as himself, and hates them for it.



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FIRST CLASS MAIL