

No. 21 August

Keeping Track

The Penton Owners Monthly News Happening!



ISDT Qualifier Rod Bush of Parkersburg, West Virginia



KTM CYCLE DISTRIBUTION SOLD TO KTM IN 8 WESTERN STATES

Why and what it means to you riders and dealers who have Penton in these states ... California, Oregon, Washington, Nevada, Arizona, Idaho, Montana and Utah

All the other Western States including Alaska and Hawaii will remain in our distribution and continue selling Penton Motorcycles.

There is still in existence a Penton West. First of all, Penton relinquished the Western Distribution of KTM motorcycles for 2 reasons. (1) (Me) John Penton could not afford to distribute KTM in these states because of the devaluated dollar and higher production costs of Western Europe and (2) KTM's desire to not be dependent upon one individual for U.S. sales. We sold the rights to KTM and they appointed Hercules Distributing in Los Angeles as the new KTM distributor for KTM motorcycles effective July 1st, 1975.

We will continue to sell Penton/KTM parts and service so as to deplete our stock of parts and make positive that all Penton Dealers and riders will not be short circuited and thus provide a smooth transition of KTM distribution in the West.

Again, Penton West is not out of business, and we will continue to supply Sachs 100 & 125 engine parts as those are not KTM products and we have long been a staunch supporter of the Sachs engine. As a matter of fact we will now be able to provide a much better service in the Sachs department. But one thing for sure, Penton West will be in California open to do business in what products are economically feasible and available to market. Be-

ing motorcycle people, who knows? We may even distribute Penton motorcycles in the West again sometime if it is practical and profitable for our dealers and us.

We are very thankful for past considerations you have given us. With your help the Penton name has been established across the country as one of the finest dirt bikes available. We will keep all our Penton owners in these states on our mailing list for "Keeping Track".

We will continue to service you with the Hi-Point line of competition oils and accessories. In fact, with no cycles to worry about selling these states, our West Coast emphasis will be 100% on further development of our accessory line.

Once again I would like to emphasize that this only effects the eight states mentioned at the beginning. For all the rest it's business as usual.

I would like to thank all our West Coast dealers and riders for your past business and friendship and hope for more to come. See you down the trail.

John A. Penton

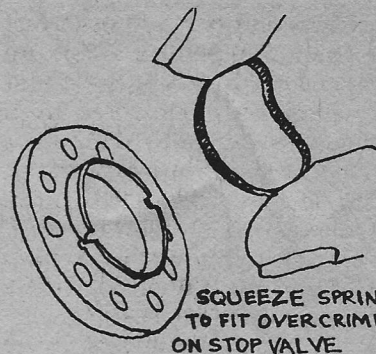
P. S. Don't believe all the rumors that have and will be floating around. If you have any doubts that Penton is not going to be in business we invite any one to any of our 3 facilities.

ALL 35MM CERIANI FORKS

Our riders and a few dealers have recently discovered that the dampening control of the 35mm Ceriani fork can be fantastically improved by replacing a small washer type spring #1.209.0612 and in the case of a fork over a year old replace the aluminum washers #1.209.0611 (see diagram below). The original factory spring has always been heat treated wrong for lasting control. We have now had made special heat treated washers that do the job indefinitely.

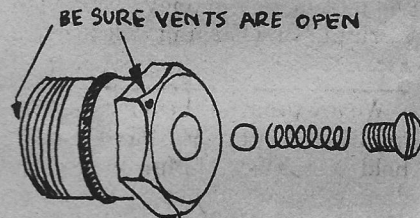


NEW # 1.209.0611



This washer is cheap and can be replaced very easily by gently pinching the two high edges and it will remove like a charm. Replace the new ones the same way and do the best you can to center on the valve. Again see diagram.

After the replacement of these two springs and the aluminum washer spacers if necessary along with the cleaning, polishing of the ball check in the fork tube caps you can not go wrong in noticing a great difference and improvement in the total suspension of your bike. This condition in the front fork has been bugging a lot of riders for a long time and 50% of the time they have been thinking it is their rear shocks. One last comment on the ball check valves in the fork caps. When cleaning and polishing these balls make certain the little vent hole is open through the cap.



This takes a very small drill or wire to clean. Always after washing your machine I recommend spray LPS or similar type rust preventative in the small vent hole. This is insurance on always having a beautifully working fork that won't leak. We have the washers and aluminum spacers in stock and believe me they are mighty cheap for the results.

REAR SHOCKS By John A. Penton

I get a big laugh out of this shock craze nowadays. Due to the heavy dampening demand asked for by the extreme Moto-Crossers (GP and professional MX) all riders are demanding shocks that too many don't know for nothing.

Girling, Ceriani, Marzocchi all make good shocks today but they are

gas shocks and it is a proven fact that their dampening holds up longer under MX conditions but that they will go belly up after so much beating. If you are a hard MX rider you have no choice but if you are an enduro rider and replace with fancy gas shocks, you are blowing your money if not your brains. Koni is still King of the trail shock. If you consider your pocket book, our 13" 1282

Koni is the direction to go on replacement. This shock is listed with the wrong length in our accessory catalog. In that listing it is listed as 11.9" inches but this is wrong. The 1282 is a 13" shock. We have had a special production of this 1282 made up for the enduro rider. We supply it packed with several sizable bushings to make it universal to most enduro bikes. The dampening in this shock is to our specification and incidentally is the same damping control as the aluminum bodied Koni. We also have this same shock in the 1277

to upgrade the many old Huskys around. While reading my comments, don't take me wrong, the gas shocks are darn good but they still have their place and that is on the extreme Moto-Crossing. Also when you get gas shocks as the original equipment, believe me you are getting your money's worth, be it Ceriani, Koni, Girling, Marzocchi or etc.

We are proud of the ten riders that qualified for the 1975 Six-Day to be held on the Isle-of-Man in England during the second and third weeks of October.

Penton/KTM really has something to crow about when you consider that the maximum allowable entries in a Six-Days is three hundred riders and this year 125 of those riders will be on Penton/KTM. Also consider that at least four Trophy Teams — U.S.A., Italy, Swiss, and last but not least the Swedish Trophy Team, along with at least ten Vase Teams, will be riding Penton/KTM's. There is a very honest and valid reason for the enormous choice of Penton/KTM and that reason is that KTM is the only Motorcycle Company in the world that produces the honest to goodness production cross-country bike. All other companies make good bikes but then the dealer or rider must go home and finish the job of customizing his mud runner which usually is not transmissioned correctly or compressioned to the

versatility that our bikes are.

Our 1976 models are being delivered to the dealers and again we lead the field in new component motivation.

Marzocchi shocks and the new long travel newly dampened Ceriani's really put us ahead of the pack in the suspension game. Combine with a couple more usable horsepower in each model gives us again the winning and reliability combination.

The Penton bike has not been totally redesigned for "76" but rather it has totally refined from our riding experience and updated in every detail so that the customer and rider of a new bike is not the guinea pig for our development but rather a happy success but sportsman.

Our long awaited for Penton/KTM 125cc is now being tested. This bike is fitted with a KTM 125cc engine and will be delivered to the dealers in October. We have been testing six of these machines throughout Europe all summer to insure that we will not be delivering some rod throwing experiment to our dealers and customers. Believe me it will be a good machine.

See you at Jackpine or one of the late summer or fall runs because I'm itching to do more riding and less worrying about business. J. R. Horne of our Penton Central promised me a good ride in the first Texas enduro series for '75-'76 so I will be down there taking him up on that for September 6.



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

Just the other day I was thinking about my "good 'ole days" of motorcycling, when at the ages of 12 and 14 my brother and I had an old Yamaha 125, complete with electric start and 3.00 x 16 road tires. We about wore out Uncle Bill's farm with the miles we put on that bike.

We didn't actually compete in any events until a couple of years later. And so in that time we just rode around a whole lot learning the fundamentals. We developed somewhat a "code of rules" for riding, many of which a bit later we tended to deem inadequate for racing. But now, as I reminisce these "rules", I find there was a lot of merit. Here are a few:

1. Don't hold it wide open. We were never sure whether an engine would take it with the throttle all the way on, so we didn't take any chances. In today's racing, a properly tuned motorcycle should not blow up just because the throttle slide is all the way up. However, there is some good in the rule. By learning not to take the throttle to the stop, one doesn't put excessive strain on the cable and stands a much better chance of not breaking it. This is one of the little things that helps keep the bike together to complete a race. These become most important in long events like the ISDT.

2. Don't fall down. I remember this was a real important thing to us. Not being in racing, we didn't want to wreck the motorcycle. We went about six months before one of us dumped it for the first time. Nowadays it is certainly less time

than that between falls, but it is still important to have the discipline not to fall down often. This is especially true in the ISDT, where the results of a spill must be lived with for the remaining six days, and too many falls point to loss of Gold or Silver medal, or worse, a DNF.

3. Use the clutch with all shifts, but don't slip it excessively. Although it was known that many motorcycle transmissions could stand up to clutchless shifts, we didn't believe it was particularly any good for their longevity. And of course, constant slipping of the clutch could cause it to wear out, and we didn't want to wear out our motorcycle. Now many transmissions, such as is in the KTM engine, are quite bullet proof, but the use of the clutch as often as possible will increase parts life. To increase life in clutchless shifts one should let off the gas while upshifting and "Blip" the throttle on downshifts to allow gears to synchronize speed while changing. It is necessary that when a shift is missed, the engine RPM's be allowed to drop so that there isn't a big "crunch" when getting it back in gear. Proper shifting technique and use of the clutch is especially important with lighter, less robust transmissions such as is in the Sachs engine.

4. Stand up. Although at the time the local riding style for enduros and scrambles (this was before motocross was popular in the U.S.) was to remain seated, we would see in the magazines where the super fast European motocrossers stood up much of the time, so that is what we practiced. We probably sit more often now than then, but we are quick to the pegs for rocky sections, whoop-de-doo's, or other places where the added suspension or maneuverability of on the pegs riding is advantageous. Also, proper standing technique and weight transfer allows a rider to miss many obstacles on the trail, and if he has to hit something, he can take up much of the shock and this helps save the bike from damage.

5. Always ride with your toes on the pegs. This was one of the first things we were told when riding, so as to keep from breaking toes, twisting ankles and the such. I remember carrying it to the extreme - dabling out for the shortest possible time for the shift or brake lever, then get the toes back on the pegs.

Nowadays we seem to have developed a two style arrangement. In open territory where expediency of braking and shifting is needed and support is necessary when traversing rough terrain or landing from jumps, we rest the insteps of our boots on the pegs, the right foot covering the brake lever. But in the trail where the possibility is high for a stone, root or stump to be hidden in the grass or bushes, we are quick to get the toes back on the pegs.

I think that in a way my brothers and I may have been fortunate in not having raced for the first couple years of riding motorcycles, but rather just cruising around and learning the fundamentals. There have been many years of racing since, and I'm sure that the instincts for these fundamentals have been a major factor for success.

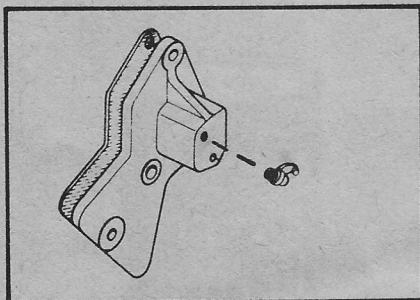
Dear Sirs:

Several of my fellow Penton riding friends have had to replace bearing covers and disengaging shafts on their KTM engines due to excess wear on these parts.

I think I have come up with a simple way to prolong the life expectancy of these two parts. At least this has proven to be the case with my Penton 250.

The installation of a grease fitting on my bearing cover provides a quick and easy method of lubricating these parts - which I do after every ride in the woods. This greasing not only lubricates, but also helps flush out any dirt and water which may have gotten between the shaft and cover thus causing excess wear.

Installation of the fitting was made without removing the bearing cover from the engine. Drill a hole in the cover (see drawing) just a fraction smaller than the thread size of



the fitting and all the way to the disengaging shaft. Clean the hole of all shavings. Now screw the fitting in - mine self tapped. I suppose one

could use a plastic fitting like those found on the front wheel brake backing plate and just tap it in.

Anyhow, my idea seems to have some merit because unlike my friends I have not had to replace these parts due to excess wear and to date I have 3200 miles on my bike. Also I find my clutch some what easier to operate than theirs even though we all lube our clutch cables.

I have owned four Penton Sportcycles and very much enjoy receiving "Keeping Track".

Sincerely,
Jarry Ourso
Baton Rouge, La.

A WORD FOR THE FLORIDA TRIAL RIDERS ASSOC.

This fine organization has taken on the state of Florida in the right way for land use and has one of the finest trial riding and Enduro organizations anywhere in the country. Recently the AMA put out a new release on the fine job done by the Florida Trial Riders but failed to mention the organization most responsible. President Dr. M. J. Eberhart, Jack Huffman, Sonny Fussel and Jackie Nichols are the F.T.R. officers and should receive a hurrah from the Florida Cyclists. For all you Florida riders who are not members, you can write to Florida Trial Riders, P. O. Box 1979, Titusville, Fla. 32780. They run a complete Enduro schedule, put out a monthly newspaper and have a super neat banquet every year. Membership is nominal. They are AMA affiliated.

Dear Penton People,

We are the only owners of a Penton in the Gallup, New Mexico area and the Yamaha and Honda people laugh at our old Jackpiner. The engine is rebuilt, but the suspension is still obsolete.

However, last Sunday at Zuni, N. M., M-X racer Brock Horton won the 250 amateur class on the "old obsolete bike" as the rider of a new Yamaha M-X remarked. He beat a new Husky, 2 YZ Yamahas and 2 Elsimores. The only way he was able to beat the other bikes was to win the drags!!

This week the local folks are not laughing at our - Penton!!!!

James Horton
Ft. Wingate, N. M.

DAVID LAHEY SWEEPS ATWOOD, KANSAS GRAND PRIX

18-year-old David Lahey of Moscow, Kansas took his 250cc Penton to the overall win at the Grand Prix that saw 160 riders compete on the 10 lap 7.5 mile course. The course ran right down the main street of Atwood.

PENTON WINNERS

Overall - David Lahey
250cc Class - 3rd Toop Ros, 4th Teny Renzelman, 5th Steve Helt, 6th Tom Herrman

175cc Class - 4th Doug Robinson, 7th John Cunningham

125cc Class - 5th Del Harsh
Team - 1st Jim Crofoot and D. Hague

PENTON RIDERS EXCEL IN TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

The 13 event series saw Penton rider Henry Bostick win the overall Championship and many other Penton riders do extremely well.

PENTON WINNERS

Overall - 1st Henry Bostick, 5th R. Pool, 6th E. Brasher, 7th J. Henry
Women's Open - 1st L. Pool, 2nd C. Jones, 3rd L. Phillips, 5th J. Westfall, 6th B. McQueen

0-100cc Class - 1st J. McCartney, 2nd J. Coker, 4th B. Baker, 5th C. T. Cook, 6th Pat Easley, 9th B. Jennings

101-125cc Class - 1st E. Brasher, 3rd J. McDonald

126-200cc Class - 3rd G. Henderson, 7th P. Davis

201-250cc Class - 2nd G. Gehrike, 3rd R. Pool, 4th S. Blankenship, 10th D. Engeling

251-Open - 1st J. Henry, 6th M. Davis, 7th J. Moss, 8th D. Williams

CBTURNERANOLSSNOSDLAWROHT
HOMEUHTIMSTACKABLELESTRA
AVRAHEIRRRHMALHERGREBAHUB
PETIKALEREOPOPANKOESFALTA
LRRYBGKVZORPREWOBLIZZNNYW
IAEVEACEABWUGROLSCHNIEDEE
NHBOMALRREA AHOAEULACKEYJI
DIOSHTATHGDISCNUHARRISSHN
DEROVARSCESCCKOMYCUNESBJAE
MALHERBERHOWJKRUBOWPFOOLR
KCNSITATURENONONCONONRBNLT
YLWDKGUPELLSNCESEVMKAUGSMR
CAISEUEVLEATKPKETERCFLISHO
AVELURRWENIERONRNAOEVAOCS
TFLIPESEMICSWPOBUHCTGNNSE
SILLEVKSJEA TRYPEDITSICBIN
FSIICOAMOISEEVABERNIWAOAE
ABTSWONBHNZCEIERSTEDTTVMY
LDOSYRDONANETATSNVAVBREEAE
LHPOLEIHANSENMOISEOHARSLK
TWFRNDEBROOKSLACEYHEHIUHC
NERGREMAHAZTRIPES TBRNZEAE
CIURFVELKONGNFATLNLREOUIL
YSNTMRAUPWDAECTWJPEUTPKRO
KMYEHGCLVEEKMBYOIOVNSIIGK
LAABUNOIJRRCEMALRMNVONARK
ENROWIBELTSZLRGSAEA ECKPEI
VWDRTRKWFOOACANITRVLELHNM
OCLACKENINHEPLRNCATYDGUES
MSCHNEIDERUNYMIKOLNOSSLOV

Find the following words in the above puzzle. The words can be upside down, crosswise, up and down and crossover.

SMITH	BOWER	VAN VELTHOVEN
JONES	CLEMENTS	BAUER
WEINERT	CHAPLIN	JONSSON
DISTEFANO	TURNER	KRING
STACKABLE	MOISEEV	ABERG
SEMICS	FALTA	LACKEY
ELLIS	EVERTS	POPENKO
TRIPES	HANSEN	HAMMERGREN
HARTWIG	RAHIER	MALHERBE
HART	ANDERSSON	SCHNEIDER
THORWALDSON	RULEV	DE ROOVER
GROSSI	HALM	OLSSON
HOWERTON	MAISCH	BOONE
LAMPPU	ROBERT	EIERSTEDT
CLARK	GEBOERS	RUNYARD
STACY	BOVEN	HAAG
STATEN	SUZUKI	WYNN
ZAHRT	VEHKONEN	WEIL
KARSMAKERS	VELKY	WOLSINK
HARRIS	RIBALTCHENKO	LACKEY
BLACKWELL	MIKKOLA	MC DOUGAL
POMEROY	DE COSTER	

Twin Air
Filter Fluid



We have received several calls about jetting the 400. It seems in some cases when the bike is first set up it tends to four stroke. If you noticed all 400's come through with a 190 main jet and a 185 main jet wired to the carb. After installing the 185 jet this seems to help. Before you put your carb back on, first remove the top of the carb from the carb body. Remove the slide and needle. Now look down the carb body to the atomizer. It is not common but it has happened, the atomizer is pressed in too far cracking the carb body. If the carb appears all right remove the float bowl, main jet and needle jet and atomizer. There's a good chance when the atomizer was installed it plugged up the carb passage. Clean this out and reassemble.

400 ENDURO MODIFICATION

We have been experimenting with the 400 Enduro and have come up with a better running, better mileage, better torque, and smoother running machine for the woods and trail rider. What we are doing is remachining the heads for better combustion. This makes the 400 Enduro a much more clean running machine in the woods.

If you give your cylinder head to your dealer he will send it to Penton Imports and we will remachine it "free of charge". We recommend this for all enduro machines. If you have facilities to get the head machined it should be cut to 45cc.

CARB SETTING FOR REMACHINED HEAD

#283 Needle Jet (Needle all the way down)
#180 Main Jet (at sea level)

HOW TO KEEP YOUR EXHAUST SHIELD FROM CRACKING

Tired of repairing or replacing that pretty fiberglass exhaust heat guard? Here's what I've done to mine. Remove the nut and bolt from the rear bracket. Replace with a rubber gas tank bushing (Part No. 51.07.069.100). Now the heat guard is bolted in the front and is floating on the rubber bushing in the rear. Use super tape and tape the top of the guard to the frame. There is now no way vibration will crack the guard.

HENRY BOSTICK TEXAS STATE ENDURO CHAMPION

Henry Bostick of Dallas, Texas a well known Penton rider in Texas and surrounding areas, tells us his story. Henry is 34 years old, single, and is employed as a Pharmaceutical Salesman.

I started racing Moto-Cross in 1968 on a 650 Triumph Metisse. Then I switched in 1969 to Cross Country and Enduro. In 1973 I started riding a 175cc Penton and won't change now for the world.

After winning the overall in the 1972 Memphis, Tex., National Enduro on a Yamaha I decided to dazzle the troops again at the next National on the circuit which happened to be in Chippola, La. They had a water crossing which by Texas standards was formidable to say the least. Well me and my trusty Yamaha sat on the other side upside down for about 2 hrs., trying to dry out, and the Pentons just kept coming. Arrived back in Dallas Sunday nite, cleaned up the Yamaha Monday and bought a Penton on Tuesday, and I have been on them ever since. I am now on my 4th 250.

This year I decided to compete in the Texas State Enduro Championship Circuit, which is a series of Enduros in Texas in which you accumulate points according to your finishes. This year we had 13 races, counting your best nine. These races ranged from swamps, mountains, deserts, to woods. Penton Central slipped my new bike to me on a Wednesday. I put it together Thursday nite, rode it around the block Friday morning and loaded it up for the first race of the circuit. When I pulled to the line Sunday morning the speedo had .6 miles on it. Listed below is the record of the Penton, not me, if your bike doesn't finish, you won't.

OVERALL WINS

3 1st Overalls
2 2nd Overalls
1 3rd Overall
1 5th Overall

CLASS WINS

1 1st place
1 2nd place
2 4th place

So, the Penton ran 14 races last year and finished all of them. I can't see how anyone could ask for a better track record.

I now have a new 250 and am looking forward to this year's circuit.



HI-POINT NYLON/LEATHER M-X AND ENDURO PANTS

Just the ticket for the sport racer. These pants feature heavy duty nylon with leather in all the stress areas. Special knee cups that fit in nylon pocket, full stretch lining. Sewn in hip padding. Zippered leg and large belt and buckle. They come in Moto-Cross and Enduro styles. The Enduro model features a unique boot flap. Available in sizes 28 through 40. Before you buy make sure they're from Hi-Point. There are some cheaper grade imitations out.

No. 223 MX Pants

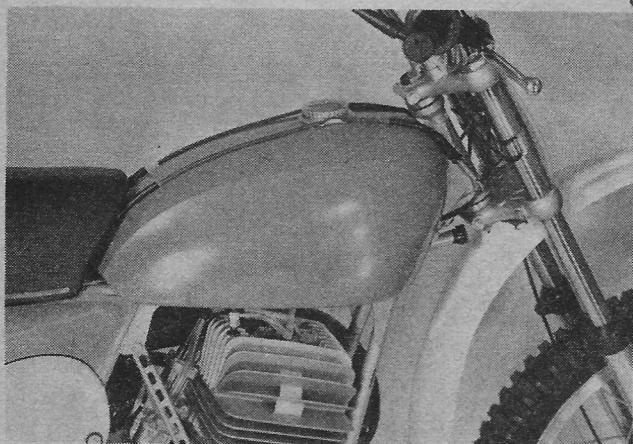
No. 224 MX & Enduro Pants with boot flap.



BRAND NEW 3.2 GALLON LARGE CAPACITY PENTON TANKS

Just arrived these plastic tanks fit the Hi-Breather Penton and give you that extra cruising time. Guaranteed for 1 year. They come complete with gas taps and gas cap. In blue, red, white and clear. At your dealers now and the price is right.

No. 950



FOUR PENTON RIDERS WIN 2-DAY ISDT CLASS CHAMPIONSHIPS!!!!

The 8 series 2-Day ISDT Qualifiers were wrapped up with the final running of the New York 2-Day. With all the results from the Trials series now in and computed Penton riders copped 4 of the 6 classes. It was almost total domination, but, the competition was very keen. In the 100cc Class Dane Leimbach easily took the 100cc class without much opposition. This will make for Dane's 5th ISDT trip. The 125cc Class saw Tom Penton also dominate. He won his class at all but one qualifier he attended. There were some other fine 125 performances put in by Gary Edmonds and Dwight Rudder.



Dane Leimbach

The 175cc Class was a hot contest from the beginning. Jack Penton started out on a 175cc but switched after winning the first qualifier to a 250cc. Billy Uhl was on a new Can-Am but had his share of problems during the series. Danny Young put in some excellent rides for 2nd in the 175cc Class. The surprise, for all who weren't familiar with him, was Denny Vandecar. Denny is from Lansing, Michigan and decided to see if he could qualify for the Six-Days.

It was his first crack at the 2-Day Qualifiers. Needless to say he qualified, and won probably the

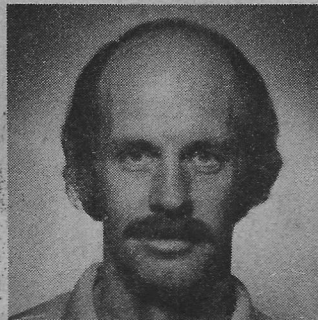
most competitive class in the series. To boot he proved that a privateer could still make it, as he did it all on his own money.



Tom Penton

The 250cc Class saw ISDT veteran Don Cutler take the 250 Class on his Ossa. Don put in one hell of a good ride beating some of the country's hottest riders. Penton 250 riders doing outstanding jobs were ISDT Qualifiers Rod Bush, Gary Younkens, Eric Jensen and Jack Penton.

The 350cc Class went to ISDT super rider Carl Cranke. Carl dominated not only the 350 Class but the whole trial series by being the top rider in 3 of the events and 2nd in 2 of them. New ISDT rider Keven LaVoie on an Ossa put in a superb ride on his Ossa and was one of the top riders but was overshadowed by Carl in the 350 Class when they bumped heads.



Denny Vandecar



Carl Cranke

You'll be hearing more of this young rider.

The Open Class was wide open with ISDT veteran Ed Schmidt taking the honors from a host of top talent. Mark Adent on the new Penton gave him a good run along with the Rokon riders and Dave Eames.

In the manufacturers competition Penton easily out distanced their competition.

U. S. WORLD TROPHY TEAM TO BE PENTON MOUNTED FOR 5th STRAIGHT YEAR!!!

For the 5th year the AMA has selected the Penton Cycle and its riders to represent the U.S. at the International Six-Days Trials to be held in October on the Isle of Man. The Trophy Team riders will be Dane Leimbach, Tom Penton, Jack Penton, Eric Jensen, Carl Cranke and Danny Young. Denny Vandecar will be the team alternate. The Vase Team will be on Ossas with Don Cutler, Max Markowitz, Charlie Vincent and Kevin La Voie.

Penton riders who will ride on club or manufacturers teams will include Rod Bush, Gary Younkens, Jeff Gerber and depending on starting slots available Mark Adent. We will preview the riders and the race in the next issue of "Keeping Track."



3709 W. Erie Ave., Lorain, Ohio 44053

Bulk Rate
U. S. Postage
PAID
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