

Keeping Track

The Penton Owners Monthly News Happening!



The Gold Medal Winners — Danny Young, Carl Cranke, Gary Younkins, Dane Leimbach and Rod Bush.



Front row kneeling left to right: Danny Sanchez, Jack Pritchard, Danny Young, Gary Younkins, Bruce Triplett, Tom Penton, Diane Vandecar, Ester Newman. Standing left to right: Dane Leimbach, Chris Rusager, Ron Rusager, Matt Weisman, Dallas York, Vaughn Vandecar, Dutch Hutchings, Diane Maiers, Jeff Spencer, Rod Bush, Jerry West, John Penton, Renee West, Eric Jensen, Clarence Gerber, Joe Matthews, Marry Riordan, Jeff Gerber, Bob Wetstone, Larry Maiers, Jack Penton, Don Rosene, Denny Vandecar.



Czechs prove beatable . . . and U.S. runs into a big problem the first day . . .

Isle of Man: A 15 by 35 mile island located between England and Ireland was the venue for the 50th running of the International Six-Days Trial, held here last in 1971. The Island offers a multitude of terrain with mountains, mud, rocks and sand. The ISDT was being held a month later than usual and concern was held for the weather that could be very bad this time of year.

For the fifth straight year Penton was selected as the U.S. Trophy Team. Team riders Carl Cranke, Jack Penton, Danny Young, Tom Penton, Dane Leimbach, and Eric Jensen all prepared their bikes in the states at Penton R & D from all indications were the finest machines in the trials. (See the article on how the Trophy Team machines were prepared). Also five independent

Penton riders were on the U.S. Squad — Rod Bush, Jeff Gerber, Denny Vandecar, Drew Smith and Gary Younkins. In the Trials over 70 Penton/KTM bikes were entered — the largest entry of any cycle in the trials. Also Lars Larsson riding for the KTM West distributor and Fred Cameron of San Francisco riding a Penton for Canada were serviced during the trials by the Penton service crew. Team manager Larry Maiers and Crew Chief Don Rosene were assisted by Ron Rusager, Dallas York, Vaughn Vandecar, Diane Maiers, Jeff Spencer, Clarence Gerber, Marty Riordan, Danny Sanchez, Jack Pritchard, Bruce Triplett, Diane Vandecar and John Penton.

This crew worked night and day at gas stops, time checks and made out the next day's route schedules every night.

Jerry West and Matt Weisman were recording the event on film.

The Penton contingent left for the Island a week before the start of the trials to complete preparation of their machines and make needed jetting changes, etc., for the week's upcoming event. Half the riders impounded their bikes on Saturday and the remainder on Sunday. So far the weather had been excellent.

Monday morning dawned bright and the riders were ready to begin the Six-Day ordeal. The course for the first day had been plotted and a lot of road was in store for the first and second days.

Everybody got off with no problems at the start and the crews headed for the gas stops and time checks to get the riders fueled and through the checks on time.

It was cool at the first gas stop and quite hectic as the 300 riders started appearing to get fueled. That's when Lars Larsson came into the gas check and said in excited language that Tom's bike was burning furiously just before the first check of the day.

A gloom fell over everybody. The Trials had not even started and already one Trophy Team rider was out of the event. All certainly seemed lost for the team. Tom finally arrived at the check by car and related the story. Apparently some silver tape he had wrapped on the rear section of his exhaust to cut the noise down for the sound test had gotten hot enough and burned. The fire had burnt the control cables and wires bad enough that Tom couldn't continue. The moral of that incident is never wrap your exhaust with anything. Supposedly fire proof tape burns when hot enough and also burns the machine. It was a costly error.

That first Monday, however, was not done with its disasters. Independent Jeff Gerber bounced off a stopped car and ran into a cement truck coming the other way. He and his machine were dragged down the road in the opposite direction. He miraculously got away from the bike and cement truck and escaped with

only a sprained wrist. His bike, however, was totally smashed and he was unable to continue.

Later in the day the most tragic accident to happen ever in the Six-Days took place when Bren Moran riding a Jawa for Canada somehow unloaded on an abandoned railroad track and in some crazy way broke his neck. Bren was dead on arrival at the hospital. It seemed such a tragedy to lose a friend and fellow mud runner.

The rest of the team and riders all made it in Monday evening without loss of points. That Monday somehow had everybody down. What was a relatively easy first day turned out to take more than its toll with Tom out, Jeff out, and the Bren Moran tragedy. At the riders' meeting that night, it was cautioned time and time again to be extra careful on the roads. They were taking their toll in crashes and the riders were warned to slow down. Remember that in England everybody drives on the left side and over 230 entries are used to the right side. The second day's course was the same as the first day only reversed. The team naturally was in last place due to Tom's retirement.

The second day the riders seemed to settle down and the weather remained good. The battle was now shaping up on the hill just outside Douglas where a long Moto-Cross track had been all roped off. With the course being relatively easy to this point the special tests were going to be all important in determining the winners.

It was up on this hill that the Penton/KTM's really started showing they are no longer second to any machine on the event. For five straight days West German Champion Hino Buse took the Penton/KTM 400 to top score in the Cross Country race. Jack, Carl, Rod Bush, Danny and Gary Younkens were all setting really fast times on the course also.

Tuesday turned out to be a friendlier day than Monday and all the riders made it to the impound without any trouble. Except Carl who came in on Gold Medal time but a crash during the day on the beach had horribly smashed the left side of his face and his eye was almost completely shut.

The third day was a new course. This time going into the mountain section of the island with its peat

bogs, heather hills, and mud. It was a course to be covered twice and the schedule was set at A the fastest of three schedules. Wednesday dawned cold and rainy. It was bound to happen sooner or later. And rain it did, it also hailed and the fog moved into the mountains. It was to be a real test for the riders and a test it was.

All day the good riders were just making the checks with only a minute to spare and in some cases in their grace. The slower riders were getting later and later and the great rider dropout began. When the last of the day's riders had impounded their machines, over 70 riders had not made it to the finish!!!!

All our riders had made it in and Jack, Carl, Dane, Danny, Rod, Denny and Gary had all kept on Gold Medal time. Eric had slipped to bronze and the mud ruts were giving him problems. Drew Smith and Fred Cameron had also slipped to bronze but made it to the finish line with no problems. After today the riders were extremely tired and were thinking about tomorrow. The same course was to be used only in the opposite direction and the schedule was again A. If the bad weather continued it would be a super challenge.

Thursday was cold and gray and the wind was blowing hard, but no rain. The course, however, was harder as the ruts were much deeper. In some places the riders had to go for miles in a single rut, making it hard to ride and using up much of your strength. Again everybody on Gold kept on Gold Medal time. We lost one rider when Denny Vandecar smashed injuring his shoulder, then running out of gas at the Cross-Country race. Denny was too injured to continue trials.

Four days have now been run and the team moved up to seventh as other teams began losing riders. The mighty Czechs were having their problems when Masita, their top trophy rider, broke a chain in the special test. They also lost a Vase Team rider and were out of that contest. The West Germans were indeed in charge of the Trophy Competition on their small capacity Zundapps and had a solid lock on first place. Italy on Penton/KTM's were in second. Six of our riders were still on Gold and three on Bronze — we had lost three bikes, Tom's, Jeff's and Denny's.

Friday the route changed again

and the lower section of the island was to be run. The route was much easier and the weather was improved with the sun shining again. Friday proved no problems for anyone and the time schedules were easily maintained. Now only one day was left. We still had six riders on Gold Medal time and everyone was in a good mood.

Saturday dawned bright and shining but cold. Only one loop of Friday's course was to be run with the riders returning to the Parc Ferma for the final special test—the Road Race. Everybody made it in with plenty of time and proceeded furiously to change gearing for the road race. Some of the riders changed both rear and countershaft sprockets while some changed only countershaft sprockets. The road race course was approximately three miles around and three laps were to be run with special bonus points added on to the scores. The bikes were run in four groups 250, 125-175, 50-100 and 350-Open.

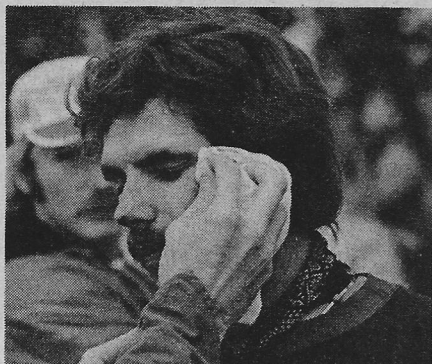
In the first race three Penton/KTM's roared into the lead with Jack getting a poor start and moving up to second behind Gritti on a Penton/KTM and Andreanni behind Jack. For three laps these three battled with Jack having the speed advantage and Gritti having the guts around the corners some time in full lock slides!!! They all roared across the finish line with Jack ½ a bike length away from Gritti.

In the open race Carl roared the 350 Penton into the lead for two laps. Just coming out of the last corner before the checkered flag his bike seized and he had to back off and made the dash for the finish line just a ½ bike length behind the leader. It was a great climax to a week that tested the mettle of the U.S. Penton riders. From adversity the first day all the riders roared back to claim six Gold Medals and three Bronze Medals. The Trophy Team ended up sixth.

In the final Trophy standings West Germany easily won the Trophy. Italy was second on the Penton/KTM and Czechoslovakia third. In the Vase Team competition Italy was first on SWM, West Germany second, Holland third and the U.S. on Ossas fourth.



THE GOLD MEDAL WINNERS



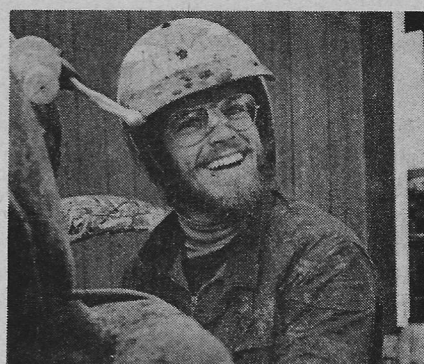
JACK PENTON, One Of The World's Best!!!

Jack put in one of the most inspired rides of his life and easily won a Gold medal and took seventh overall in individual standings in the trial!!!! He excelled in all special tests and didn't lose any time points. Jack was the top U. S. rider in the Six-Days.



CARL CRANKE, Roared Back To Win A Gold!!!!

From a bad crash suffered on Tuesday with his eye almost completely shut Carl never said quit and went on to win his fourth straight Gold Medal in Six-Days events. Carl lost no time points and was the second fastest rider in the entire road race. He was clocked at over 102 mph down the straights!!!



DANE LEIMBACH, Never A Question

Dane again added a Gold Medal to his collection of three other Six-Day Gold Medals by never losing a time point all week. He had to come back to win his gold after losing 50 points on the second day when his machine needed a new manifold when it cracked and he was unable to start the bike till repaired.



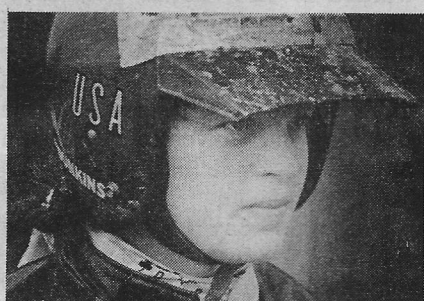
DANNY YOUNG, Made It All Look Easy!!!

Quiet, unpretentious Danny did the job in the trials. Just fast and consistent without any problems. Danny makes the whole strain of running Six-Days seem almost hohum. He came through a winner picking up his first Six-Day Gold



ROD BUSH, Impressive From The Start

Rod went at this year's Six-Days with a seriousness. He never lost a time point and was very impressive in the Cross-Country races. Rod was one of the bright spots and a real comer in Six-Day events. He will be tough next year.



GARY YOUNKINS, Did What Everyone Thought

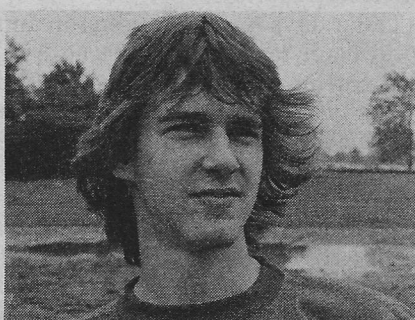
Gary was the finest first time Six-Day rider any of us had seen in many years. Super calm and super fast Gary did an impressive job in garnering a gold in his first Six-Days. The only U.S. rider to do so this year.

THE BRONZE MEDAL WINNERS



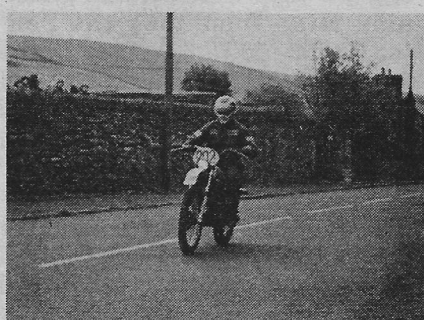
ERIC JENSEN, The Mud Worked On Me

Eric put in a great ride against the mud that plagued him for two solid days. Eric was on Gold until Wednesday when he just couldn't adjust to the deep ruts. He held on for a bronze medal finish.



DREW SMITH, A Great First Ride

Young Drew Smith never complained once in Six-Days as he took his 175cc Penton to a bronze medal. It was Drew's first ride on a Penton!!! Drew is a young rider and has a promising future.



FRED CAMERON, The Happiest Finisher

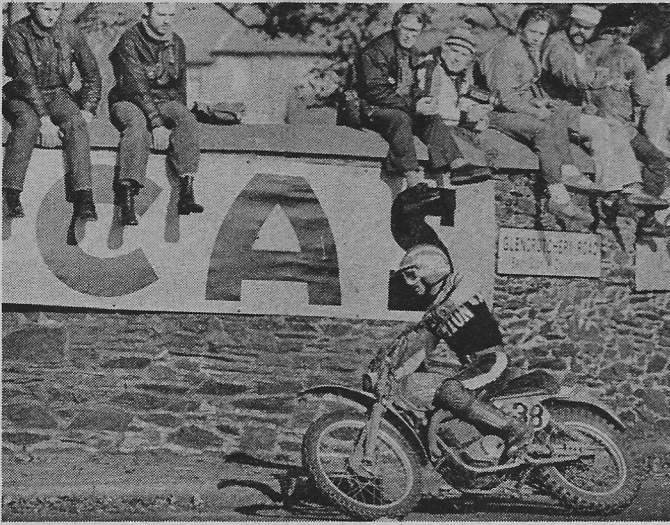
Fred riding a Penton for Canada did what he always wanted to do, finish the Six-Days and bring home a medal. That he did with a good finish and a great big smile.



The U.S. Trophy Team L-R Eric Jensen, Tom Penton, Jack Penton, Carl Cranke, Danny Young, Dane Leimbach and Larry Maiers.



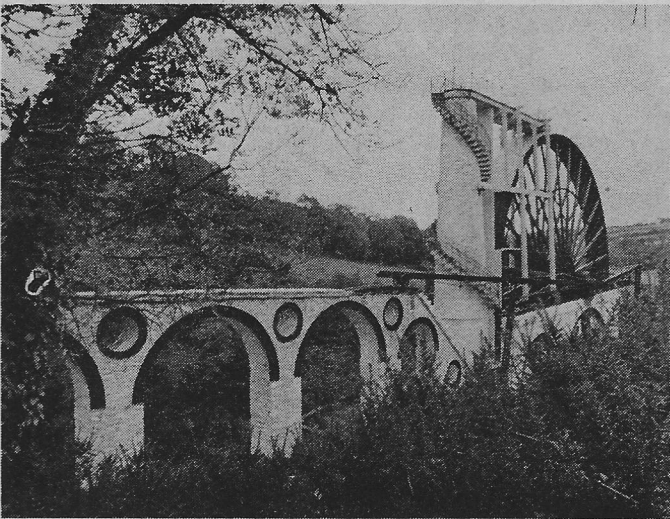
Gold Medalists Dane Leimbach and Danny Young both sailed over the cross country terrain test for five days.



Jack Penton almost won the road race losing out by one half a bike length.



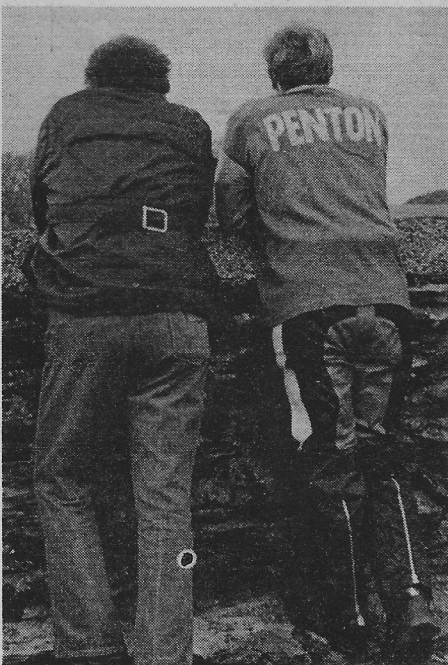
The mud and water in the heather made the riders very cautious as you could slip out of sight!



The Laxey wheel is the largest waterwheel in the world. The island was lined with picturesque scenery.



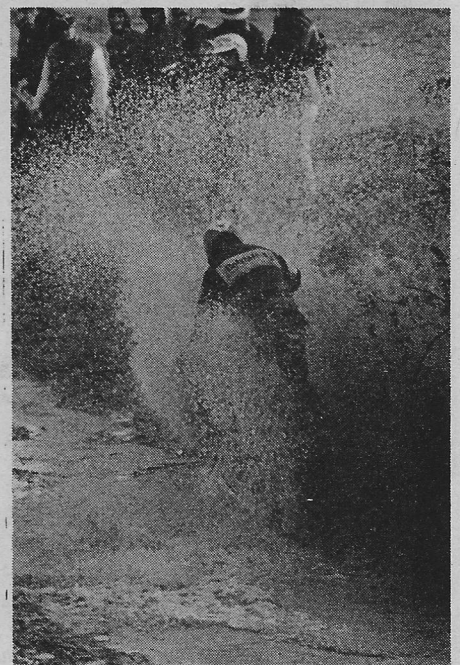
Rod Bush passing a slower rider in the cross-country race.



Tom and Larry talking over the fire that put Tom out of the event.



Gary riding down one of the many narrow roads on the island.



The water flew for two days and this was typical.

ISDT MOTORCYCLE PREPARATION

by Tom Penton

There have been many requests for an article on how we Penton riders prepared our motorcycles for the Isle of Man ISDT this year. I have before me about a half dozen different lists that were made up at one time or another concerning the subject, and will try to combine and edit them into a meaningful guide for a Penton owner who wants to enter the next enduro, trials, or hare scramble season with the best possible prepared machine.

We all took stock motorcycles out of the crate and spent about two weeks preparing them. Although everyone had some individualistic items to do on their own machine, most preparations were common to all the bikes. I'll be dealing mostly with these common items in the following list:

- (1) Sun rims are stronger and run truer, but I wouldn't necessarily throw away a pair of good stock rims in preparation for a one or two day event. Lace Sun rims to wheels. Lubricate spoke threads with Never Seize when lacing. Use the conical rim pins to keep the tire bead from spinning. (Security bolts are not used in the ISDT for facilitation of tire changes. However, in shorter events, especially where very low tire pressure is used, some of us use a security bolt in the rear wheel to compliment the rim pins.)
- (2) Helps keep water and dirt out of the brake shoes; initial cost is paid for in the long run. Install Hi-Point rubber brake seals on front and rear brake backing plates.
- (3) Necessity questionable for one or two day events. Cut rear wheel inner bearing spacer to accommodate two bearings on the left side of the rear wheel.
- (4) Quickens cable and wheel removal. Drill out threads where front brake cable adjuster goes through hub. Use an additional nut, slotted to fit over cable, to lock adjuster to proper adjustment.
- (5) Facilitates wheel removal. File, sand, tap or realign to assure axles slide in and out freely. Never seize on final assembly.
- (6) Quickens wheel removal. Modify front wheel axle pinch bolts for one wrench loosening. This is best done by welding little nubbins on the backside of the bolt hex and filing corresponding matches in the fork

leg.

(7) Helps prevent forks from leaking. Check fork tube caps to insure check ball has free movement. Enlarge hole at bottom of cap to 1/16". Lubricate in assembly.

(8) Helps keep dirt out of forks. Important!! With a sharp knife or razor blade, cut around the top (the lips) of the two fork boots (wipers) at a right angle to the fork tubes. In the stock condition, the lips of the boots are cupped out which allows dirt to accumulate and be forced past the boot.

(9) Also helps keep dirt out of forks. Optional. Remove seal retaining circlip, which has been found to be unnecessary. Install third fork seal (upside down) on top of existing two seals in fork leg.

(10) Important: Loose fork head bearings cause bearings and races to be damaged, or worse — a cracked or broken frame. After a period of hard riding tighten fork head bearings until free swing movement of forks is impeded; back off just until movement is free. Recheck frequently.

(11) Insures proper fork dampening. We have found oil quantity to be very important in the new 8" travel Ceriani front fork — the one with ribs on the front of the legs. Quantity should be maintained at between 210cc and 220cc per leg; in the 10 to 20 weight range, depending on temperature and riders preference. When only draining oil for refilling, without disassembling for cleaning, figure on approximately 10cc residual oil, so add only 210cc.

(12) Very important!! Insures clean air to engine. Remove airbox, inspect for leaks, epoxy questionable places. Clean thoroughly. File (epoxy if necessary) ridges where mouldings come together on the carb boat seat. Locktite mudflap screws. Install airbox, insuring mounts are not under stress: elongate mount holes and use additional rubber washers as shims if necessary. Use safety wire or locktite on top mount bolt; an additional nut on the back of the bottom mount nut plate will lock that bolt.

(13) Important for good sealing!! When installing carb boot, use silicone seal between the airbox and boot for a gasket. After tightening clamp, wipe excess silicone from inside airbox.

(14) Adds to air filter ability. Where extreme water or dust is expected, add sock to outside of the Twin-Air

Filter.

(15) Lessens chance for gasoline leak. Cut away if necessary at rubber bushings at each side of frame so that the gas tank slides on freely without undue stress.

(16) Supplements spot weld. Braze coil mount at frame.

(17) Important for preventing possible frame damage. Check tightness of swingarm bolt; make sure pinch bolt is tight check effectiveness by trying to turn the swingarm bolt with pinch bolt tightened. We have had some cases where the head of the swingarm bolt has had to be shimmed. (Pop-tops from beer cans work good). It's a good idea to keep an eye on this area.

(18) Strengthens. Weld footpegs the entire length of the seams.

(19) Allows quick removal. Use a Jesus Clip instead of a cotter pin to hold on rear brake lever.

(20) For good grip and protection. Weld nubbins on brake lever footpad. Bend lever in towards frame as far as can be tolerated. (Optional: Weld Universal folding lever to brake lever).

(21) Prevents weeds and saplings from wedging between levers. Run cables from the frame to the end of the shift and brake levers. (This is actually unnecessary for the brake lever if it has been tucked in far enough to be behind the mag case.)

(22) Protection against cracked and broken pipe or mounts. Check pipe mounting to insure that pipe fits with no undue stress to rubber blocks. If stress is apparent, file mount holes or relocate mounts.

(23) Prevents loss. Crimp ends of chain adjuster bolts.

(24) Facilitates removal and installation of rear wheel. Braze left side chain adjuster to wheel spacer. Machine and braze to right side chain adjuster a ring that will slip over boss on brake backing plate, thus keeping adjuster in location.

(25) Seals out dirt and water. Duct tape over rubber plug and airbox mount bolt on top of frame (under seat).

(26) Better, more durable products. Mount Preston Petty Muder IB front fender, enduro w/tail light rear fender, and headlight/numberplate unit.

(27) Optional according to rider's preference. Mount ISDT quick adjust front brake & clutch levers on the handlebars.

(28) Optional. Change to Oury type handlebar grips.

(29) For better cable action. Install Terry Cables.

(30) Provides easier throttle pull, especially on 30mm Bings. Grind carb slide return spring. To do this properly, press the spring lightly against a bench grinding wheel with your thumb, while the spring is supported on wheel table. Allow the wheel to rotate the spring, and move it from one end to the other, getting a uniform grind the complete length of the spring wire. Repeat until approximately half of the spring wire diameter is removed.

(31) Keeps dirt out of carb. Seal carb slide guide (from outside of carb) with silicone seal.

(32) Better waterproofing. Install lodge sparkplug cap.

(33) To alleviate clutch slipping and dragging problems. Install two steel clutch plates beneath the bottom most copper plate. These plates, resting on the inner clutch hub, help relieve some of the pressure placed on the tabs of the bottom copper plate when clutch is in the unreleased position. Newest 250's have 1.7mm clutch springs, the same as the 400's. 250's that have the earlier 1.6mm springs should have them replaced with the heavier ones. The power of the 400 has caused some slipping even with 1.7mm springs — it wouldn't hurt to run the eight clutch spring nuts down a couple threads.

(34) Smoother low speed throttle response — optional. Depending on riding style, half our 250 riders like the heavier 400 Motoplat flywheel. The other half prefer the quicker response of the stock item.

(35) Easy access to counter shaft sprocket and clutch cable. Cut off back part of mag case so only that part which covers the ignition cavity remains. Important: When installing case, use silicone seal for gasket; seal around grommet where wire bundle goes into engine case; route vent tube to hole in frame at back of top frame tube. Remove mag case after every wet ride or thorough washing. Water and dirt in the mag cavity can cause corrosion, motoplat problems, crank seal failure, main and rod bearing damage, and piston wear.

(36) Case and lever protection. Install left side engine case protection bar (part no. 52.03.035.000).

(37) Insurance from bent lever. Install folding shift lever. My preference is the Universal folding lever welded onto the stock lever,

positioned to fit my foot. Lever should fold parallel to ground.

(38) Sprockets preferred for the ISDT: 175 - 12/55, 250 - 14/52, and 400 - 14/49.

(39) Shocks: We used Hi-Point Koni shock interiors on Poppy aluminum bodies, using Bel-ray Lt 300 shock oil. This set up lets us use the 45° position with confidence, and the shocks survived the Six-Days with no fade of dampening. The black Marzocchi springs found stock on 175/250/400 Pentons were used. Actually, the Marzocchi shocks that come standard on the Penton now are very good and I would have no apprehensions in starting a one or two day event with them. We used Koni for the ISDT because of our thorough knowledge of their longevity and rebuild procedure. (Eric Jensen bent a shaft on the third day and rebuilt the shock in the impound area the next morning.)

(40) Cylinders: Basic cylinder modifications including "Blueprinting", that is cleaning up the ports and matching to cases. Port timing was left unchanged. We lowered the compression on the 250's slightly by machining the combustion area in the heads. For this procedure we have the tooling for easy set up in our lath. If anyone desires to have their cylinder head machined by us, they may send it to the service department at Penton Imports. The 175's were fitted with 25mm longer intake manifolds, which seemed to help out the power band some. Work done a month before the ISDT seemed to indicate the GEM reed valve set up would make the 175 perform even better. However, we didn't feel we had worked enough with them to incorporate them in the ISDT bikes.

(41) Chain guide: I honestly believe that no two of our chain guide systems were the same; everyone had their own ideas on how they should be. They all seemed to work; we had no chain problems in the ISDT. I won't try to detail what everyone had. Instead, let me say that brother Jack has been using the new stock guide system for the past three months with no problems. I myself rode his bike at the Corduroy Two-Day Trials in Canada, an event with a fair share of ruts and rocks, and had no worries.

(42) ISDT bikes were fitted with centerstands for facilitation of chain adjustment and oiling, and front tire changes. However, since

checkpoints in America are not normally located on pavement as is common in the ISDT, centerstands are not popular with most riders in this country.

That covers about everything we did to make motorcycles we felt were as competitive as any in the ISDT this year. Penton/KTM entries comprised 1/3% of the Six-Days this year, and I believe our American entries were perhaps best prepared of them all.



"ARROWS"

On the road to the Talladege National Enduro last week, discussion turned to arrows used in events. The conversation started when it was mentioned the last time we were in Alabama, at April's Two-Day Qualifier, we were introduced to something rather novel: the Rokon arrow, or rather "course marker," as it consisted of two squares side by side, one white and one a dark color.

It was generally agreed that though at first the marker was somewhat confusing, after a period of orientation it became quite easy to read. Once it became obvious that the colored part of the marker lead the way, it was one of the best markers going for reading direction. However, it wasn't so easily spotted initially (eye catching) as the fluorescent "Day glo" arrows popular at many enduros. The fluorescent arrow is weak in the area the Rokon marker is strong — that of reading direction. Although spotted at a distance, it is necessary to get closer to tell which direction is designated. Also, unknowingly to most, fluorescent colors are a

disaster to the color blind, and there are quite a few riding enduros; I know of three personally. Put a bright "Day glo" red arrow against the background of a tree, and Don Rosene, one of our riders, can hardly tell it from a leaf!!!!

The question that came up was: could the directional readability of the Rokon marker and the "eye catching" appeal (to most people) of the fluorescent arrow be combined in one design? Upon returning from the weekend, I bought some poster board and paint and came up with something that looked good.

The design needs testing in the field, but I think it will work. I haven't checked into printing costs, but if reasonable I hope to talk the higher-ups into making arrows of this design available through Penton/Hi-Point.

In reviewing this article I realized it is aimed more toward the promoter, but we as riders are the ones who follow the arrows. Promoters and clubs are anxious to put on good events and please the riders, and are quite receptive to suggestions. If any are looking for a design when making up course markers, they may wish to use the quite extensive experience we've developed through many thousands of miles of Enduros to experiment with this new arrow design.

PENTON RIDERS DOMINATE SOUTHERN COLORADO RACING SCENE

Pueblo, Colo. A year ago, the Penton name was almost unheard of on the racing scene. But one year later every major competition event has been won or dominated by Penton riders. The impressive list includes

... Bill Nielson who is on his second 400 has taken two first places in moto-cross, one first and one third in the local cross country races, and one second in MX competition. Shortly after Bill got his first 400, he suffered a broken collar bone; however, his bike went on to win two first places in cross country races. It was ridden by Terry Renzleman and Tom Lewis.

Terry Renzleman, who just got his

first 250 Penton, has three first places and two seconds in MX, one second in short track, and one first place in cross country. Terry will race short track on Friday night and MX or cross country on Sundays. The Penton is definitely a versatile machine.

Hubert Betzen began his racing on a 125 Penton. He switched to Honda for a while, but is back now on a 400 Penton. Hubert actively follows the SRAC Moto-Cross circuit, and is now in third place in the professional MX standing in the state of Colorado. In a short time he has been gradually moving toward the top.

Dave Clapp and Ken Strandberg, one of the first Penton riders in the area, have an impressive list of moto-cross and cross country wins. Jim Glenn and Dave Caporicci are actively following the enduro circuit and show great promise for the enduro circuit.

These riders and numbers more than keep the Penton name out in front of the public. They all ride out of The Dirt Biker in Pueblo, Colorado who specializes in Penton Motorcycles. Scott Scarborough, who owns and operates The Dirt Biker, has had no complaints from any Penton riders on the performance and durability of their machines. The Dirt Biker is serviced out of Penton Central who has been extremely cooperative in helping The Dirt Biker spread the Penton name. Congratulations to the gang in the Pueblo area.

Late News ... Penton dominates major cross-country events in Colorado. The Purgatory River Run is one of the largest drawing races in Southern Colorado. This year the team of Dan Netherton and Jim Pryor riding 175 Pentons out of The Dirt Biker took first place overall in the grueling two hour race. They were six minutes ahead of the next rider. All Pentons who started, finished.

Grand Junction, Colorado ... The team of Terry Renzleman and Bill Nielson captured open class honors in the annual 8-hour marathon desert race. Eight hours is a long time in anybody's book. The big 400 Penton ran flawlessly through the 8 hours to put the team at the top of their class. Congratulations to all the Penton riders.

JACKPINE PROVES A REAL TEST AS ONLY 41 FINISH!!!!

Moorestown, Mich., Aug. 23 & 24. The 49th running of the Cow Bell Classic proved a real test as riders had to combat two days and 400 miles of rain and tight woods. The run was supported by over 300 entries but the end saw only 41 finish. Dave Liposky captured the Hi-Point on his Husky. Jack Penton took Hi-A.

The hard luck story was 250cc Penton rider Art Blough who had low score only to find out at the end of the run he'd missed a check somehow. Next year will be the 50th running of the father of Enduros and everybody who's ever ridden an Enduro should put their support behind the run that made all this enduro business possible.

PENTON JACKPINE WINNERS

A Champion: Jack Penton

A LT: 1st, Marty Weitzel; 2nd, Al Keen.

A MED: Class Champ, Tom Penton; 2nd, Denny Vandecar; 4th, Ron Sape.

A HVY: Class Champ, Bob Brooks.

B LT: 1st, Jerry Adams; 3rd, Jim Maurer.

B LT/MED: 1st, Greg Gershon; 5th, Gaylen Sape; 6th, Norm Campbell.

B MED: Class Champ, Carl Grell; 8th, Dale Grell.

Senior: Class Champ, John Penton; 2nd John Buffaloe.

PENTON RIDERS SHINE AT 2 CANADIAN ENDUROS

St. Calixte De Kilkenny, Que. The Mapleleaf Enduro on Aug. 9 & 10 saw U.S. riders dominate this Canadian event. Penton riders who journeyed north took many top awards.

Don Mayer of Taunton, Mass. took the 125cc senior class on his Penton. Dean Edson of Hanover, N.H. took 2nd in the Middleweight senior class.

Tom Penton and Dane Leimbach took 2nd and 3rd in the Middleweight expert class.

Toronto, Ont. The annual running of the famed corduroy Enduro on Sept. 6 and 7 saw Tom Penton take the premier award for the second time. Complete results are not available at this time.

ODESSA, TEXAS 100 MILE NATIONAL SEES CHARLES WHITE TAKE THE TOP SPOT



Penton Trophy winners: Top row L-R, Matt Weisman, Jerral McDonald, Mike Lewis, Pat Easley, Jack Parker, Chuck Price, Glenn Allison, Perry Davis, Don Westfall, Joe E. Godfrey. Bottom Row L-R, Lewis Pennington, Jody Coker, John Penton, Jack Moss, Vern Street, Charles White, Len Falytn.

Odessa, Texas, Sept. 7th.

This was the Texas State Enduro riders' premier event for the start of their 1976 Enduro series.

The event started off with an awards presentation Saturday night that saw the finest trophies ever given to the 1975 Texas State Enduro Champions. The banquet was a real treat for us at Penton as John, Larry and Matt journeyed down to participate in their event. John gave a speech followed by the awards. We were really proud as the top '75 rider was Henry Bostick. Penton Central's J. R. Horne received an

award for outstanding contributions to the Texas State Enduro Series and Penton riders all collected more than their share of the trophies.

For us Ohio mud runners this was a first as we've never ridden in the desert and didn't quite know what to expect. I'll tell you one thing when the event was all over there were three tired riders from Ohio who had a hell of a lot of respect for the Texas riders. That event was a real test of man and machine. John ended up second in the Senior behind Jack Moss. Matt was third in the 250 A

and Larry ran out of steam at the steep uphill about 75 miles out.

Charles White of Tulsa took the National Championship on his 250 Penton dropping 4 points. Vern Street was 6th overall, Don Engelling 7th and Mike Lewis 8th.

A good time was had by all the riders and the event was very well run. These Texas people sure showed the Ohio Mud runners some real Texas hospitality and we'd like to thank them all.



PENTON

U. S. A.

THE NEW 125 PENTON/KTM KEEPING WITH THE PENTON TRADITION OF QUALITY

The long awaited Penton 125cc is now starting to be assembled a few at a time and should be reaching your dealer in the next month or two.

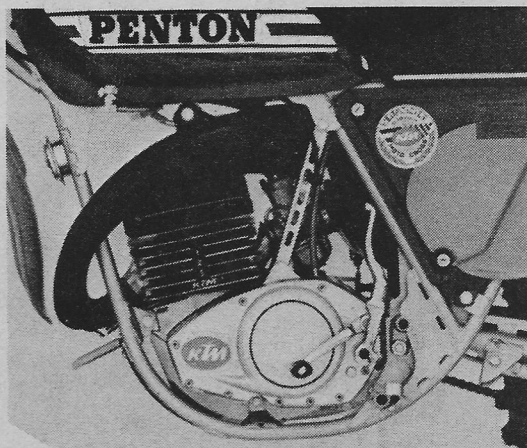
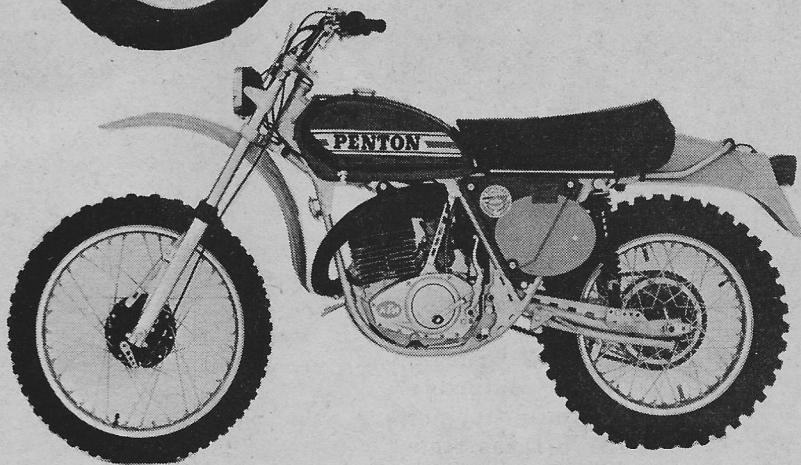
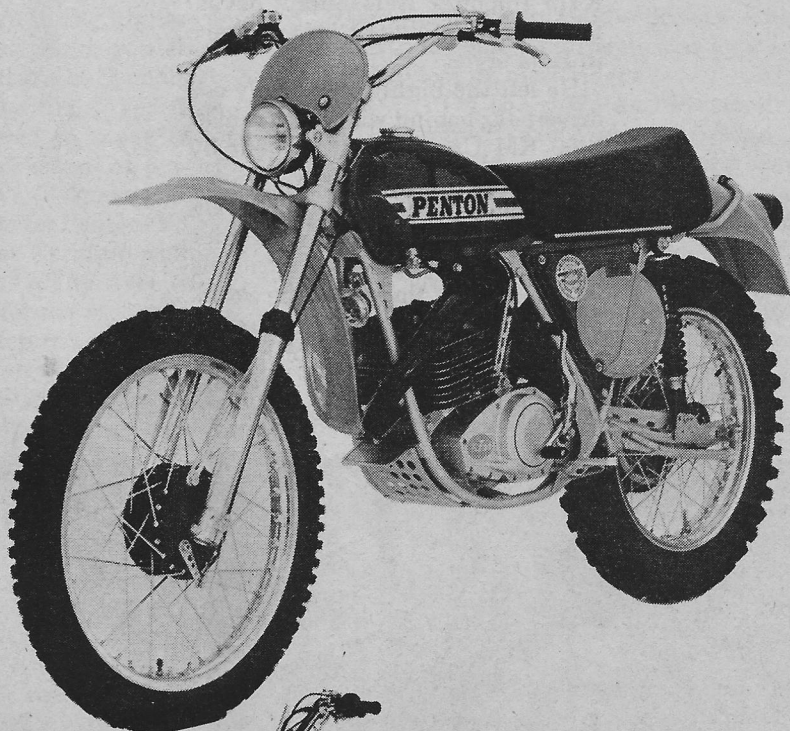
The new 125cc is a completely new machine with a new engine, frame and wheels, etc. The new Penton is aimed straight at the Enduro-Trials market and initial tests show it will again be as good as its popular Penton 125 Sachs engined brother.

ENGINE ... Magnesium cases the same as the 175, 250 only modified with a new crank area and smaller clutch mechanism. It will retain the strong gearbox noted on the KTM engines and again everything will be on roller and needle bearings. The cylinder is all new. It's a sleeved piston port and it does perform ... 26 H.P. with a wide power band. The bore and stroke are 54 x 54mm. Bing Carburetion and Motoplat ignition fuel and fire the engine. An upswept expansion chamber with integrated muffler quiets the machine.

FRAME & WHEELS ... A brand new frame of chrome moly with the hi-breather. New Ceriani 8" travel forks and Marzocchi gas shocks in the vertical position with the adjustable swing arm. The swing arm is mounted on needle bearing run in oil. The hubs are magnesium with a full width front and the conical hub as on the 175's etc., is now used on the rear. Akront shoulderless rims are laced to the hub.

Again only the best components are incorporated. Metzeler tires, Magura controls and Twin-Air filters.

At the Six-Days Trial the new 125cc captured a Gold medal already. Be sure to check it out when it arrives at your dealer.



MALCOLM TRIES A 250 PENTON/KTM IN AFRICA AND LEAVES THEM GASPING!!!!

Malcolm Smith sponsored by the Rand Daily Mail and South Africa KTM Importer Italo Lupini devastated Africa's biggest off-road race in Baja style.

He left the highly rated rally car drivers far behind winning the over 1400 KM Cross Country event by over two hours. This was Malcolm's first competition outing on a Penton/KTM and it paid off dearly for him as he's now a hero in Africa as well as most of the rest of the world. Malcolm commented it was really great in Africa and one of his top adventures of which he certainly has many. Congratulations!!



VERN STREET PICKS MEMPHIS COTTON BOLL ENDURO

Memphis, Texas: It's more like a happening than part of the Texas Enduro Circuit Championship that Memphis, Texas hosts. Here's the schedule of events before the Sunday Enduro. Band Concert at 2:00, Parade in Downtown Memphis at 3:00, Gunfight on the square at 4:00!! That's before the Enduro.

Not sanctioned as a National this year Memphis still attracted all the top riders in the area. Last years winner Jack Penton was unable to attend. So fellow Penton rider Vern Street took up the slack to take the Hi-Point Overall. The other Penton riders didn't leave much slack for Vern as Penton riders collected twelve 1st place trophies.

RESULTS MEMPHIS ENDURO

0-100 A - 1st John Terry, 3rd Jody Coker, 4th E. W. Bryan, 5th Glen Allison.

125 A - 1st Mike Lewis, 2nd Steve Mathiesen.

100 B - 1st Jim McCartney, 2nd Bill Jenning, 4th Pat Easley, 5th Bill Baker.

125 B - 1st Don Westfall, 2nd Charles Spaug, 3rd Tom McKay.

200 A - 1st Jack Norton, 5th Ed Brasher.

250 A - 1st Henry Bostick, 2nd Robert Daniel, 3rd Charles White.

250 B - 1st Gary Blakley, 3rd Perry Davis, 5th James Watson.

Open A - 2nd Jack Henry.

Women's A - 1st Laverne Phillips.

Women's B - 1st Lynda Brady.

Buddy - 1st Chris Martin & Steve Bryant.

Senior - 1st Glen Terry, 4th J.R. Horne.

Maxi Jr. - 1st John Terry, 2nd Glen Terry, 3rd Jody Coker.





Boy, it's been a long time since the last "Keeping Track". As a matter of fact it's been so long that we hear comments sometimes like — Hey, are you guys still in business? Or hey, do you guys still make the Penton Bike????

The answer to all such questions can only be, hell yes!! After banging around on a motorcycle for thirty years I sure hope people don't think we are going to bail out now.

We are still building, riding, selling and enjoying motorcycling American style.

We have new "76" models coming in right now and will always be on the go in order to give our Japanese competitors new innovations weekly.

I happened to notice at the Illinois National Enduro this past Sunday, that the Japanese had over a dozen of their Japanese surveillance personnel scrutinizing every single motorcycle of the 250 to 300 odd starters which is evidence that the Japanese are now ready to close in on the Enduro market and readily screw it up with saturation personified.

This means that Penton, Husky, Bultaco must come up with new ideas to keep the Japanese products one step back. Believe me, we are doing it and will continue to do it.

This year's Six-Days was the most gratifying Six-Days ever for yours truly. This year the Penton bikes ran flawlessly with only one exception, the sad and unfortunate mishap with Tom's machine during the first half-hour of the event. Tom's machine caught fire because he had wrapped the expansion chamber with asbestos and silver tape to dampen the noise for the sound test. It can only be classified as a terrible mistake, period.

From that unfortunate first half-hour, the Penton machines and riders put on a tremendous performance with Carl Cranke setting fast times in the acceleration test and speed tests. Jack Penton gained a seventh overall and third place in the highly contested 250cc class. Man, you should have seen Carl and Jack on the road race. They truly displayed the power that proved to make the Penton/KTM bikes the most powerful of the Six-Days. To make the event more complete for Penton/KTM, Hina Buse of West Germany riding a 400cc Penton/KTM was the overall top performer of the event.

Returning home on the plane I finally put this all together and realized that we are now world competitive. Man and machine, all we need is time and the breaks and we can someday realize a world champion Trophy Team.

*Thoughts from the Team
Manager, Larry Maiers*

The ISDT is almost over for another year. I say almost because yet to come are the articles and editorials from the slick papered, four color monthly magazines.

You know the ones I mean. You get them in December, they are dated February and are full of news that took place in October.

In most cases the stories will be accurate. They'll be written by freelance writers that were on the Isle of Man and have had the advantage of reading Cycle News.

The part though that makes me madder than hell is when they start their game called second guessing. You know what I mean. It's a game that starts with the word "IF".

IF Younkins and Bush had been on the Trophy Team ... IF Malcom and King Richard had been on the Trophy Team ... IF! IF! IF! IF!

It is an easy game to play. Hell, we all play it every Monday while bench racing Sunday's race. But it still gets to me, and the only way I can combat it is to throw in my IF.

IF Tom's bike hadn't caught fire, then Eric Jensen would have ridden faster and we would have ended up in third. How do you like them apples? Look at all the U.S. finishers, pick any six you want and you can't do any better than third.

As long as I'm into the IF game, let me shed a little light on Eric Jensen's performance.

First, you have to realize that when a team loses a man, that team is penalized 15,000 points for each day of the trial not completed. In our case, Tom was omitted the first day. That meant for us to move up in the standings—other teams would have to lose men. Gold—Silver—Bronze. It made no difference as long as we lost no more riders.

On the third and fourth day it rained. I saw Eric at the first gas and he told me he was having trouble with the mud, but thought he would lose minimal points by hard riding on both the trail and the roads. I told Eric to forget it. It was more important for him to finish than to risk his body and bike. You see, when you're on a team, your individual performance is not important. The team comes first and Eric is a team rider. So he did as I requested and sacrificed his chance for a gold.

I guess it all goes back to that treasured fable. "If the dog hadn't stopped to . . . , he'd have caught the rabbit"

Enough of the IFS, look at the facts. All toll, 12 Penton riders went to the ISDT; that included Fred Cammeron riding for Canada and Drew Smith, a former Puch rider from New York. We came home with 6 Golds, 3 Bronze, a bike that lost a scrap with a concrete truck, one that burned up, and one that lost its rider due to a hard tumble. We had no mechanical dropouts and the riders performed with the bikes.

For the first time we matched the Czechs, the Germans, the Swedes, and the Italians. Carl Cranke had the fastest acceleration tests. Jack Penton was second in the 250 road race. Carl, after leading the 350 class for 2½ of the 3 laps, also got a second.

Jack's individual performance was the best ever by an American. Sixth overall. Fantastic!!!!

The rest of the riders were there. Special test times and route times were nuts on with the Europeans. Gary Younkins ... A rookie that turned in an incredible first time ride for a gold. Rod Bush ... He was thwarted in Italy but bounced back for a gold. Dan Young ... A strong gold in his second ISDT. Dane Leimbach ... What can you say. He got his fourth gold medal.

This year's ISDT effort was by far the finest ever. Our guys are on the threshold of taking all the marbles. Maybe not in 1976 or 1977, but someday soon, we're gonna git'um.

1976 NATIONAL ENDURO SCHEDULE

The American Motorcycle Association Congress, meeting recently in Columbus, Ohio, set a 26-event National Enduro Championship schedule for 1976, and enacted several enduro rule changes.

The Congress voted to increase the maximum number of National Enduros per region from eight to ten, made sound testing mandatory for 1976 Nationals, and increased the maximum allowable mileage

between gas stops to 55 miles in all AMA-sanctioned enduros.

The controversial mandatory "speed change" rule of a year ago was also revised. Speed average changes are still strongly recommended in enduro competition, but are no longer mandatory at National events.

The following is the schedule of 1976 National Enduros:

EASTERN REGION

Feb. 29 - 100 Mile
Southeastern Enduro Rdrs.
c/o Bill Beach
Suite 202, 375 Pharr, NE
Atlanta, GA 30305

Mar. 28 - 100 Mile
South Jersey Scramblers
2419 Newcombtown Rd.
Millville, NJ 08332

May 9 - 100 Mile
Little Harpeth
Don Thava Factory Works
P.O. Box 726
Nashville, Tenn. 37202

May 30 - 200 Mile
Little Burr
Enduro Rdrs. Assn.
3370 Dempsey Rd.
Westerville, OH 43081

June 6 - 150 Mile
Lonesome Pine
Lonesome Pine End. Rdrs.
P.O. Box 1003
Bristol, VA 24201

Aug. 15 - 125 Mile
Rock Run
Lehigh Valley Dirt Rdrs.
6 Violet Cr., AOW
Macungie, PA 18062

Sept. 19 - 150 Mile
Schuyler County MC
P.O. Box 117
Alpine, NY 14805

Sept. 26 - 100 Mile
Columbia End. Rdrs.
5214 N. Main St.
Columbia, SC 29203

Oct. 24 - 150 Mile
Capital City
Tallahassee Trail Rdrs.
P.O. Box 10031
Tallahassee, FLA. 32302

Oct. 31 - 125 Mile
Twin States
West Kentucky Trail Rdrs.
P.O. Box 558
Cadiz, KY 42211

CENTRAL REGION

April 4 - 125 Mile
Post National
Lubbock Trail Rdrs.
P.O. Box 1012
Lubbock, TX 79408

May 2 - 150 Mile
Burr Oak
Mid-West Natl. End.
Rt. No. 3, 1815 5th Ave.
Sterling, ILL 61081

June 20 - 100 Mile
Straight Arrow End.
5117 - 39th Ave., S.
Minneapolis, MN 55417

July 4 - 100 Mile
Seaway Festival
White River End. Rdrs.
6194 - 112th Ave.
Holland, MI 49423

Sept. 4-5 - 400 Mile
Jack Pine
Lansing MC
P.O. Box 1293
Lansing, MI 48904

Oct. 3 - 100 Mile
Black Coal
Ind/Ill/Ky. End. Rdrs.
1226 S. Grand Ave.
Evansville, IN 47713

Oct. 17 - 125 Mile
Forest City Riders MC
550 Grable
Rockford, ILL 61109

Nov. 7 - 125 Mile
Ozark Hillbilly
Potosi MC
P.O. Box 236
Potosi, MO 63664

Nov. 14 - 125 Mile
John Zink
Tulsa Trail Rdrs., Inc.
4110 E. 46th Place
Tulsa, OK 74135

NO DATE
West Texas 100 Mile
Permian Basin MC Assn.
P.O. Box 3109
Odessa, TX 79760

WESTERN REGION

Mar. 21 - 125 Mile
Red Garter
Dirt Diggers MC
8228 Sale Ave.
Canoga Park, CA 91304

Apr. 25 - 100 Mile
49er
Polka Dots MC, Inc.
4555 Auburn Blvd. No. 21
Sacramento, CA 95841

May 29-30 - 500 Mile
Greenhorn
Pasadena MC
955 E. Washington
Pasadena, CA 91103

Oct. 24 - 100 Mile
Oakland MC
1116 - 36th Street
Oakland, CA 94608

Oct. 31 - 150 Mile
Far West MC
P.O. Box 3198
Eureka, CA 95501

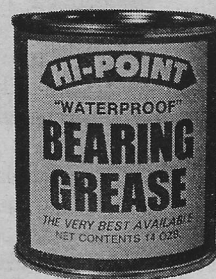
Nov. 7 - 100 Mile
Rattle Snake
Redwood Scramblers MC
P.O. Box 760
Crescent City, CA 95531

Flash: Tom Penton sweep the last eastern National in Connecticut over the weekend to end up the Enduro season in the east

JENSEN & CRANKE WIN BAJA FOR 2ND TIME IN A ROW!!!!

Baja, California — Fresh back from winning medals at the Six-Days, Eric Jensen and Carl Cranke again teamed up to race the Baja. They swept the last Baja 500 in the 125cc class but this time it was the big one — the 1000 mile race. When it was all over, 25 hours later, they had indeed swept the 125cc class. In the process of winning the 125 class they also beat all the 250's and came in an incredible 5th overall!!! To do this on a 125 in a race of this stature was certainly a crowning accomplishment for Carl and Eric.

NEW HI-POINT WATERPROOF BEARING GREASE



A must for anyone whose bike gets a little wet.

This new Bearing Grease is completely waterproof not merely water resistant. It will greatly prolong and improve the bearings in your wheels and steering head etc. It is a truly multi-purpose grease and you'll find many applications for this superior grease. We highly recommend it. It comes in 14 oz. cans.

No. 840

NEW HI-POINT CHAIN

A Quality Chain At an Economical Cost.

We have tested and acquired some new chain at substantial savings to Renold. We're not saying don't but Renold, it's a proven chain, but this new Hi-Point chain has proven its longevity in our tests and the savings are substantial. It has low stretch qualities and is very strong. Give it a try on your next chain purchase.

No. 922 3/8 x 5/8 108 Link

No. 923 1/2 x 5/16 132 Link

Great X-Mas Gift Ideas For Your Rider

JACK PENTON ABUSED HI-POINT ACCESSORIES FOR 6 STRAIGHT DAYS . . .



***They came through and so did Jack
for a gold medal and top U.S. rider in the 6-Days Trial!***

- **HI-POINT BOOTS** . . . The champion's choice in Moto-Cross or Enduro. Many exclusive features make this boot the world's most sought after.
- **SUN RIMS** . . . The superior rims with tomorrow's features today. Used by a large number of Six-Day entries. Check out the features and price.
- **HI-POINT METZELER TIRES** . . . The tire that excels in Cross-Country and Moto-Cross.
- **HI-POINT 2-CYCLE DELUXE CONCENTRATE** . . . Six-Days of total engine protection under the most severe uses. Not one engine failure with Hi-Point!!
- **HI-POINT TOOL BAGS** . . . Waist and tank bags of the finest leather and construction. Many styles available.
- **HI-POINT SPRINGS** . . . The superior shock springs of Chrome Silicone Steel. Six-Days with no fatigue or sag!!
- **PRESTON PETTY PLASTICS** . . . Fenders front and rear and the Petty headlight number plate performed flawlessly.
- **MAGURA CONTROLS & TERRY CABLES**
- **HI-POINT NYLON/LEATHER PANTS** . . . The ultimate in protection and comfort for Six-Days of real abuse.
- **TWIN-AIR FILTERS & TWIN-AIR FILTER OIL** . . . The most in clean air protection. Not serviced once the entire Six-Days!!!!
- **HI-POINT GLOVES**
- **HI-POINT SIX-DAY RIDING GLASSES**
- **JIM DAVIS SHOULDER PADS**
- **Misc. Hi-Point Accessories Used** . . . Folding Shift & Brake Levers . . . Bosch Spark Plugs . . . Hi-Point Gear Lube . . . Moto-plat Ignition . . . Koni Shocks . . . Renold Chain
- Jack Penton relies on Hi-Point quality accessories. He knows that Six-Days requires the finest in equipment and leaves nothing to chance in the preparation of his machine and body. Use superior Hi-Point 6-Day tested accessories, they'll get you to the top. See your Hi-Point dealer for Six-Day tested dirt bike accessories.



CC came through for his 4th straight Gold despite a bad crash.



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