



# Keeping Track

The Penton Owners Monthly News Happening!

*Qualifier star Kevin LaVoie getting in some winter practice. Photo by Bob Arnold*



1976 really looks promising for motorcycling and mud running here in the Penton Motorcycle camp. It should prove to be a historic year for Penton also as this marks the first year that we are furnishing the competition rider a full blooded Moto-Cross motorcycle, in the 125, 175, 250 and 400 sizes along with the totally new 125cc.

Many potential customers of 125cc Penton have asked me what I think of the new 125cc. I have only one way to answer a question like that and the answer can apply to all models of the Pentons. The 125, 175, 250 and 400 are the best built in the business. By the time I was getting on the plane leaving Six-Days and the Isle-of-Man behind this year, I know we were in the ball park and still calling the plays for our competition.

You see, very few people want to believe that the bikes we are selling are identical in quality and performance to our Six-Days bikes. The Six-Day Pentons this year were super competitive with the works Zundapps and Jawas.

Now here is the comment of the year from "Yours Truly," "Keep close attention and tabulation on our 1976 Moto-Crossers, standard out of the box." The results will prove (and I again will repeat), Penton is building the best off-road competition bike in the business.

1976 will again be a year for suspension. The company that has their ducks in line with suspension will prove to be the most successful. Incidentally we have our ducks in line. You will see the forward mounted axle front fork, go bananas. Early 1976 will see all of the Penton Moto-Cross models mounted with this type of fork. In

magnesium!! This will again be a first as no other motorcycle manufacturer has mounted such forks on production bikes and these forks are selling over the counter for three hundred and fifty bucks. Our bikes are fitted with Hi-Point Sun Rims, Marzocchi Shocks, Marzocchi or Ceriani Magnesium Forks, Motoplat, Magura Controls, etc. I can still make the original statement that (the Penton bikes are built of the best possible components available today). Now I'm able to add a second statement, (by the best developed riders in the world today).

We haven't made a hell of a lot of money yet but we have had gobs of fun these last ten years, and fun over-balances the headaches. One has to remember this is a rather unique distributing company. When the boss of the outfit gets passed in a mud hole by his artistic looking advertising manager and the general manager spends his entire year trying to finish a mud run, it tells us one thing, there is still room for improvements and our Six-Days rider are improving fast, in the riding department, while the bosses are moving ahead with the management and development equally as fast.

With all the dirt bike saturation it sure is not only going to be a promising year but an interesting one as well. Everyone from Honda to Yamaha is giving riders bikes to run around in the woods with. It's really funny. It wouldn't surprise me to meet Mr. Honda, or Mr. Suzuki or even Mr. Nakamura down the trail on one of their bikes trying to promote it. Sure is interesting, I think the Japanese manufacturers thought the entire population of American was going to become Mud Runners and Moto-Crossers.



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

#### MAINTENANCE TIPS

In the last issue of Keeping Track I wrote an article on motorcycle preparation, especially pertaining to Enduro/ISDT type competition. This issue I would like to follow up with some tips on general maintenance between events. I won't try to go into everything that this subject involves, but rather some of the more important things that I do to my bike that many people may not be aware of.

I've always contended that with a proper maintenance routine well established, a rider not only has more confidence in his motorcycle and its ability to finish but ends up spending a lot less money pursuing the sport. And that is basically what these tips will do — allow better reliability, and save money for you the rider in the long run.

The first thing I'm going to go into is washing the motorcycle. Sometimes it isn't necessary to wash the bike, depending largely on the territory being ridden. For instance out in the desert they usually just wipe the dust off. If you ride a dry event, and at the finish you see no need of anything besides perhaps oiling the chain, then I say "why wash it?". Washing can actually do more harm than anything in this case, as dirt can be washed into the bearings and such. But when the motorcycle is obviously in need of a wash job, as is most often the case here in Ohio where the difference between washed and unwashed can be up to 60 pounds of mud (we

weighed a bike once), then it's most important to do the job right.

First, it is desirable to get on with the nasty task as soon as possible. We try to do it the same day as the event, or at least the following day. Letting a motorcycle sit around that has been run through a lot of slop invites rusted brake drums, chain, etc. at the least, and it is not unheard of at all for the rod and main bearings to become pitted through residue. Okay, so now you are going to wash your bike. Don't just grab the hose (or pressure washer nozzle). To do the job right, it is best to prepare a little. Take off the seat and gas tank; these can be washed separately. Plug the now unhooked gas lines. Tape over the air breathing holes in the frame. (Don't forget to remove after washing!) Now, wash the motorcycle thoroughly, laying machine over on either side to completely get underneath. After washing, remove the air filter and check, if good replace, if not service and replace. Now, start the engine and run, without riding the motorcycle, for a few minutes. This is important to keep condensation from pitting the main bearings. Next, set the bike on a crate and pull both wheels. Wipe the brake drums dry and let the wheels sit out a couple of days to dry. Remove the mag cover and leave to dry out. Oil the chain. Pull the fork boots (rubber sliders up and clean around seals. Use LPS#1 on exposed metal parts to prevent rusting.

Only now is the washing completed.

The following is a list of maintenance tips:

1. The front wheel bearings are protected quite well. The use of the wheel seal Hi-Point #1036 keeps things on the brake side so clean that brake shoes and bearings last me a year. On the right side it is a good idea to remove the nut and two bushings from the hollow inner axle and pack the inside of the seal with grease after each wet event. Service the brake cam with grease where it goes through the backing plate if dirt gets in. A proper seal in this area is necessary for long life. This is especially important on the rear wheel where forces are greater.

2. Until very recently the front fork boots were funnelled at the lips where they sealed against the fork tubes. This allowed dirt to be forced under the boot and work its way past the seals into the fork leg. By taking

a razor blade and squaring off the top of the boot lip so that dirt is forced to the outside instead, it is possible to alleviate the problem. Also, the boots do wear out after a lot of use, so if dirt is getting inside them too often it is better to replace them rather than letting dirt go ahead and wear out the forks themselves. Change oil in the forks periodically, more often if dirt is getting in them.

3. I use LPS #1 down the nylon lined cables; these little cable oilers for use in conjunction with an aerosol can are nifty here. Note: As directed on cable packages, no lubricant is needed at first with nylon lined cables, but if they do start working hard, lubricant helps, if for no other reason than washing out dirt.

4. Change gearbox oil regularly, say once a month when riding each weekend, or whenever water has gotten in.

5. It has been a problem that the clutch actuating mechanism on the right side of the engine wears rather badly. This can virtually be eliminated by making an "O" ring to seal the arm better where it goes into the aluminum body. The "O" ring is made to a larger diameter than standard. "O" rings can be made by cutting from a larger "O" ring a ring of desired diameter and gluing together with a cyanoacrylate type glue like Loctite's Superbond.

6. Rear wheel bearings are something which wear quickly in wet terrain riding. It is possible to service these bearings by popping out the rubber seals with a scribe and cleaning and repacking with grease. With proper attention the bearings will last a lot longer.

7. The kickstart lever on the KTM engine is itself an area of routine maintenance. This should be disassembled quite often, cleaned and regreased. When reinstalling the roll pin that holds the thing together, make sure to align so a different spot is used as a wear point. Sometimes it becomes necessary to touch up with weld and grind smooth the groove in the lower kickstart piece.

8. One area that is quite costly and not much is to be gained through proper maintenance is the chain and sprockets. If you are in an area that for the most part is dry, then there is much to be said for all this oiling, greasing, cleaning, and what not to the chain to gain longer life.

But it has been our experience that in wet weather and sloppy events all that oil is good for about five minutes. So what it seems to come down to is that chains and to a slightly lesser extent sprockets are items that are used and replaced quite often. The only way I can see to save money is to buy the chain in a large bulk roll.

9. In areas of clay type mud, it is important to have a sharp edge on the tires. An almost as good as new tire can be made by cutting the knobs with a hacksaw, the blade having been sharpened to a knife edge. Use kerosene or solvent as a lubricant when cutting.

If you're a serious rider who participates nearly every weekend than it is important to set up a routine of maintenance by learning your motorcycle inside and out, knowing the areas that need attention and when, and becoming able to work efficiently. There is a lot of work involved in maintaining a motorcycle to race weekly with confidence of finishing, but with experience the time involved becomes much less, the work done better, and the cost at a minimum.

Thumbing through the January issue of *Dirt Rider* magazine, I came across an article that kind of sent chills up my back. Titled "Rocky Mountain Breakdown", it's about a man who fell and broke his leg while trail riding in the Rocky Mountains, and spent two days in a very unprepared fashion before limping out for help. He ended the ordeal much alive, albeit broken up. However, a little more disabling fall, further distance from civilization, or worse weather could easily have meant death. I think of the many miles I rode my motorcycle in the mountains of California while stationed in the Air Force, very much alone, not so much as an extra sweatshirt for warmth in case of a breakdown, and no one having the slightest idea within a radius of 500 miles where I was. Why, I would have to be gone 3 or 4 days before it was begun to be wondered where I was. I could easily enough be nothing but a skeleton withering away under some obscure rock on Mt. Baldy, I reckon.

It is hard to realize how quickly a motorcycle will get a person completely out in the boonies. In "just a short little ride" an accomplished motorcyclist can cover territory a hiker may have spent weeks map-

ping out for a trek. But come a point along the route that bike or rider is no-go, then all of a sudden the distances become a reality. Anyone who has had to walk out of the woods in an Enduro can testify to this. Walking the special test in the ISDT this year, while in good shape and spirits, took over an hour. Riding it took 7 minutes.

Here are some tips for trail riding, paralleling those given by Chet Carman in his "Rocky Mountain Breakdown", that could save a life some day:

1. Don't ride alone. The buddy system works in trail riding the same as Scuba diving.

2. Be prepared to spend a night in the woods. It may happen. For warmth, have matches to start a fire and a sharp knife for wood. Gasoline from the motorcycle, used carefully, can help things to get going. A space blanket is super warm for its mass when folded up, as is a goose down vest that can be put in a stuff sack the size of a couple large apples. It is definitely a good idea to have some food (dehydrated types take up very little space) and water.

3. Tell someone exactly where you will be riding, and when you will be back. **STICK TO THOSE PLANS!**

4. It is a pretty well accepted fact that it is better to stay with a disabled vehicle when out in the middle of nowhere than to try to walk out. Evaluate the situation calmly, and if you're not sure about getting out yourself, make yourself as visible as possible and stay put.

5. It sure wouldn't hurt to be knowledgeable in the field of survival. The local backpacking store has many books available on the subject, as does the local library, I'm sure.

I've never been confronted with a survival type situation, and hope I never am. However, I've promised myself to be better prepared in the future. It could make the difference between life and death.

Tom Penton



## AWARD TIME FOR MICHIGAN ENDURO ASSOCIATION RIDERS



(Left to right) The big contenders for Michigan Enduro Association's overall title, Dave Lipovsky, Tom Kelly, Ken Keen and Lenny Keen, take a bow. Bearded Tom Kelly took the title.

### Flint, Mich., November 8

Tom Kelly, riding a 125cc Penton beat some of the biggest Enduro names in the country to capture the Michigan Enduro Association Championship. In winning the title, Tom beat out such notables as Art Blough, Dave Lipovsky, Lenny and Kenny Keen, John Grader, Bob Brooks and a whole bunch of guys named Sharphorn. All are potential point winners at any National in the country.

Kelly and other award winners were honored in Flint at the Michigan Enduro Association Awards dinner. Guest speaker John Penton applauded the association stating, "The future of enduros in the U.S. is in the hands of this and similar organizations throughout the country." He noted, "The AMA does not cater to enduro riders, so it's up to the riders themselves to unite and govern their sport."

The Michigan Association was founded and is run by Larry Lindenburg. He had this to say about the first year's efforts: "We know we made some mistakes, but I'm very pleased with the results. Next year's series will see a few rules changed and more enduros. We currently plan on holding nine events with the best six scores counting."

This year's awards were based on the three best rides from the five enduro series. Kelly won two events overall and finished second overall

in another one to compile a near perfect score. Ken Keen, runner-up to Kelly finished with one first overall and two seconds. Andrew Dragecevic took the Class B Championship by winning his class twice and B Hi-Point once.

Award winners received jackets, medals and merchandise. The awards were donated by cycle shops throughout the state and were purchased by the association.

### Results

Michigan Enduro Association award winners:

Overall: Tom Kelly (Pen).

A Hi-Point: Ken Keen (Pen).

B Hi-Point: Andrew Dragecevic (Pen).

125cc A: 1. Lenny Keen (Pen); 2. Marty Weitzel (Pen); 3. Ronald Mozden (Pen); 4. Bill Sochocki (Pen).

200cc A: 3. Norman Virag (Pen).

250cc A: 2. Art Blough (Pen); 4. John Grader (Pen); 7. David Dudek (Pen).

Open A: 2. Larry Lindenberg (Pen); 4. Dave Sher (Pen).

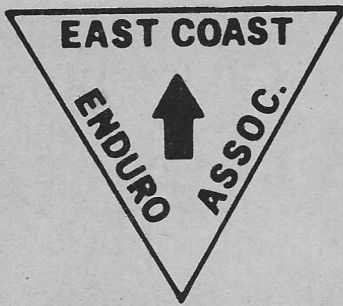
100cc B: 1. Don Selfridge (Pen); 2. Tom Mentz (Pen); 3. Dan Garrett (Pen).

125cc B: 3. Glen Garchow (Pen); 4. Dan Sagady (Pen).

200cc B: 1. Bill Powers (Pen); 6. Richard Nix (Pen); 8. Richard Mentz (Pen).

250cc B: 1. Tim Coleman (Pen); 3. Harold Steele (Pen).

Open B: 1. Richard Coy (Pen).



1976

## ENDURO & RELIABILITY RUNS

### —1976 SCHEDULE OF EVENTS—

**2/28 ECEA 2 Day Qualifier**  
**& 29** East Coast Enduro Association  
 Box 688  
 Forked River, N. J. 08731

### ENDUROS

**3/7 Scrub Pine Enduro**  
 Ocean County Competition Riders  
 Box 688  
 Forked River, N. J. 08731

**3/14 Pine Hill Enduro**  
 Central Jersey Competition Riders  
 Box 56  
 Allenwood, N. J. 08720

**3/28 Leamings Mill Nat'l. Enduro**  
 South Jersey Scramblers  
 92 West Main Street  
 Millville, N. J. 08332

**4/4 Curly Fern Enduro**  
 South Jersey Enduro Riders  
 615 Highland Terrace  
 Pitman, N. J. 08071

**4/11 Spring Enduro**  
 Delaware Valley MC  
 Box 542  
 Burlington, N. J. 08016

**4/25 Pine Barrens Enduro**  
 Pine Barrens Enduro Riders  
 c/o B. Millinghausen  
 Jacksonville Road  
 Mt. Holly, N. J. 08060

**5/2 Cycle Alley Enduro**  
 Cycle Alley MC  
 60 Lake Trail East  
 Wayne, N. J. 07470

**5/9 R. O. R. R. Enduro**  
 Reading Off Road Riders  
 Box 332  
 Wyomissing, Pa. 19601

**5/16 O. T. H. E. R. Enduro**  
 Over The Hill Enduro Riders  
 c/o W. Wilson  
 5300 Emilie Road  
 Levittown, Pa. 19057

**5/23 Back Mountain Enduro**  
 Back Mountain Enduro Riders  
 Box 142  
 Dallas, Pa. 18612

**5/30 Moonshine Enduro**  
 Valley Forge Trail Riders  
 Box 274  
 Worchester, Pa. 19490

**6/13 Ridge Riders Enduro**  
 Ridge Riders MC c/o S. Wagner  
 15 White Birch Drive  
 Rockaway, N. J. 07866

**6/27 "C Rider Championship" Enduro**  
 South Penn Enduro Riders  
 c/o C. Bobb  
 338 "C" Street  
 Carlisle, Pa. 17013

**7/11 High Mountain Enduro**  
 High Mountain Dirt Riders  
 Box 35  
 Hazleton, Pa. 18201

**7/18 S. O. R. R. Enduro**  
 Susquehanna Off Road Riders  
 c/o J. Leach  
 2309 Patton Road  
 Harrisburg, Pa. 17110

**7/25 Dual State Enduro**  
 Dual State Enduro Riders  
 301 Pennsylvania Avenue  
 Elkton, Md. 21921

**8/15 Rock Run National Enduro**  
 Lehigh Valley Dirt Riders  
 Box 2406  
 Lehigh Valley, Pa. 18001

**8/29 Beehive Enduro**  
 Competition Dirt Riders  
 713 Third Street Terrace  
 Vineland, N. J. 08360

**9/5 Canyon Riders Enduro**  
 Canyon Riders MC  
 Box 205  
 Wellsboro, Pa. 16901

**9/12 Greenbrier Enduro**  
 Tri County Sportsmen &  
 Garden State Enduro Club  
 903 Ohio Avenue, RD No. 1  
 Mays Landing, N. J. 08330

**9/19 South Penn Enduro**  
 South Penn Enduro Riders  
 c/o C. Bobb  
 338 "C" Street  
 Carlisle, Pa. 17013

**9/26 Sandy Lane Enduro**  
 Meteor MC  
 Grenloch P. O. Box 6  
 Grenloch, N. J. 08032

**10/3 First State Enduro**  
 First State Enduro Riders  
 Box 31  
 Smyrna, Delaware 19977

**10/24 North Jersey Enduro\***  
 North Jersey MC  
 27 Sunset Road  
 Bloomingdale, N. J. 07403  
 \*Non ECEA Points Paying

**10/31 Delaware State Enduro**  
 Delaware Enduro Riders  
 RD 1  
 Glasgow, Delaware 19711

**11/7 Stumpjumper Enduro**  
 Motorcycle Competition, Inc.  
 1620 Pennsauken Street  
 Cinnaminson, N. J. 08077

## RELIABILITY RUNS

**6/6 Reliability Run**  
 Mercer County Competition Riders  
 c/o K & R Performance Cycles  
 Rt. 130  
 Hightstown, N. J. 08520

**6/20 Rough Reliability Run**  
 Meteor MC — same address as  
 enduro 9/26

**8/1 Midnight Reliability Run**  
 Meteor MC — same address as en-  
 duro 9/26

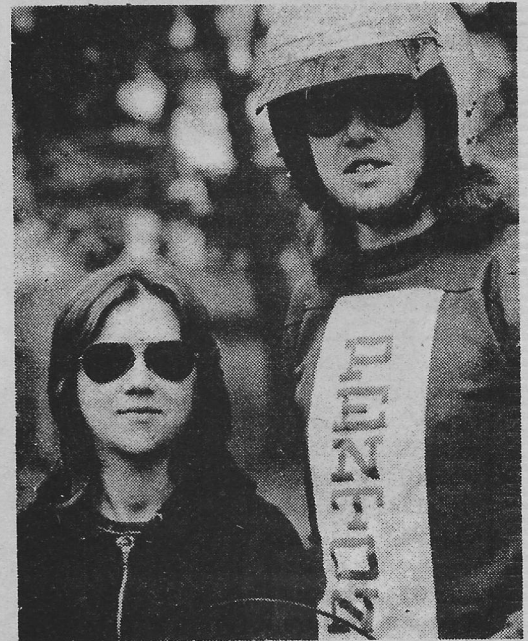
**8/8 Rough Reliability Run**  
 South Jersey Enduro Riders  
 Same address as enduro 4/4

**8/22 Rough Reliability Run**  
 Motorcycle Competition, Inc.  
 Same address as enduro 11/7

**10/10 Rough Reliability Run**  
 Ocean County Competition Rider:  
 Same address as enduro 3/7

**10/17 Rough Reliability Run**  
 Over The Hill Enduro Riders  
 Same address as enduro 5/16

**11/14 Rough Reliability Run**  
 Delaware Valley MC  
 Same address as enduro 4/11



Mr. and Mrs. William Hanks

I am enclosing a clipping from a recent newspaper in my area. I just thought that you would be interested in this article. It's nice to see that some people take so much interest in their bikes, that they even get married with them!! Thank you for your time.

Sincerely,  
 Lew Higgenbothom  
 Sherrodsville, Ohio

# DISTRICT 11 1976 ENDURO SCHEDULE

Ran into Sox Brookhart, one of our fine Penton dealers in South East, Ohio, and he gave me the District 11 Enduro Schedule for '76. They are again running a full season of enduros and those of you who are not familiar with these runs should try to attend at least one or two this year as they are well-run events with plenty of competition. They have an Enduro Association that costs a few bucks to join and does a very efficient job in Southern Ohio, keeping the trails open and citizens happy.

## DISTRICT 11 1976 ENDURO SCHEDULE

- Feb. 22 Enduro Riders Assoc.  
(Class B)  
Murray City (Class A)
- Mar. 21 Alexander Comp. Riders
- Mar. 28 Appalachian Dirt Riders
- Apr. 4 C.O.C.R.
- Apr. 11 Murray City M.C.
- Apr. 25 Athens M.C.
- May 2 Chillicothe End. Riders
- May 9 Hocking Valley M.C.
- May 30 Little Burr National  
Lake Hope, Ohio
- June 6 C.O.C.R.
- June 13 Alexander Comp. Riders
- June 20 Athens M.C.
- July 4 Murray City M.C.
- July 11 Pioneer (Waterford)
- July 17  
& 18 Hocking Valley M.C.
- Aug. 8 Enduro Riders Assoc.
- Sept. 5 Chillicothe Enduro Riders
- Sept. 12 Alexander Comp. Riders
- Sept. 19 Athens M.C.
- Sept. 26 Murray City M.C.
- Oct. 3 Appalachian Dirt Riders
- Oct. 10 C.O.C.R.
- Oct. 17 Hocking Valley M.C.
- Oct. 24 Lancaster M.C.  
(Ball & Chain)
- Oct. 31 Murray City M.C.
- Nov. 7 Enduro Riders Assoc.  
(Baby Burr)
- Nov. 14 Appalachian Dirt Riders
- Nov. 21 Treaty City (Greenville)
- Dec. 5 Un-Run (Be There)



**Walther Penton Team of '75**

(Left to Right) Larry Welch, Kelly Abrams, Robin Bennett, Russell Walther (Team Sponsor), Jerry Bumgardner, Wayne Walther, Alan Bumgardner.

Enclosed is a photograph of the Walther Penton Motocross Racing Team of 1975, and its sponsor, Russell Walther, of Waverly, Iowa. Shown are the 148 trophies the members won during the 1975 racing season in District 22. Although the team has been in existence only two years, it has been doing quite well, and has among the members, the number 1 and number 2 riders for District 22.

More information about the riders:

District 22 number 1 rider, Alan Bumgardner, of Waverly, rode the 100cc class on a 1972 model Penton, and finished the year at third place in that class. He also rode a specially modified 185cc Suzuki for Wright's Suzuki Shop of Waterloo, and whenever the Suzuki gave him trouble he had the old reliable Penton so he could keep up his points. Alan finished with a first place in the 200cc motocross class, and number 1 overall.

Kelly Abrams, of Mason City, also rode in the 100cc class. He was troubled with injuries and breakdowns, but made a fine showing anyway. He placed at number 14 for the district this year.

Robin Bennett, of Mason City, rode in the 125cc class, and occasionally in the 200cc class. Rob is the youngest rider on the team and is improving all the time. He will be a major contender in the coming years. He had a little mixup with a tree at the top of a very steep hill and was out of racing for a large part of the season with a broken toe. He made number 47 in the district placings.

Wayne Walther, son of the team sponsor, of Waverly, rode in the 250cc class, and also started the season in the 125cc class, but was injured in an enormous crash in-

volving at least a dozen bikes and riders, right after the start (the domino theory was quite evident here). Wayne suffered the only broken bones in this spectacular crash — a broken collarbone that kept him sidelined. He kept involved at the races for a few weeks with helping with the signing up of riders at tracks, and photography, and flagging — anything to be part of the sport. After the bone was mended he rode a couple of races with the 400cc Penton because that class didn't attract as many riders as the 250cc berserk riders, and came in with 2nd or 3rd placings. Then he stayed with the 250cc class in which he did so well in 1974. He finished 5th in the 250cc class this year, and 18th overall in district 22.

Larry Welch, of Mason City, rode in the 200cc class on a 175cc Penton, and did an excellent and thrilling job of racing all season. He finished 2nd in the 200cc class and 2nd overall in District 22 points. This is Larry's second year of racing and we hope he continues to keep his enthusiasm and skill. The competition between Larry and Alan was the highlight of every motocross, throughout the season.

Jerry Bumgardner, whose home address is also Waverly, rode in the open class on the 400cc Penton. He started riding in this class a few weeks after the season started. He very quickly showed everyone that he was out there to race and win those trophies. He is one of the smoothest and steadiest riders on the track. Jerry won number 25 in the District 22 points.

P.S. Richard Walther is the team mechanic and photographer for this year. His slides and comments are the main feature at our annual team banquet and get-together.

# DANE LEIMBACH & THE REST OF THE PENTON TEAM TRAVEL WITH THE HI-POINT PRO GEAR BAG...

**USED BY THE U.S. ISDT TROPHY TEAM & TOP MOTO-CROSS RIDERS THROUGHOUT THE WORLD**

This is the finest gear bag I have ever owned and all my riding partners agree. I only have to worry about one bag now, as this holds the works.

I particularly like the compartment for clean clothing and the simple matter of throwing it in the washing machine for cleaning it up when it gets real muddy. If your riding gear is always scattered around, get it organized with this really neat gear bag.

## **BAG WILL HOLD ALL GEAR A RIDER WILL NEED**

- \*Helmet
- \*Leathers
- \*Boots
- \*Gloves
- \*Goggles
- \*Socks
- \*Jersey
- \*Barber Suit
- \*Rain Equipment
- \*Clean Clothes

## **EXCLUSIVE FEATURES**

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- \* The strongest zipper made.
- \* A flap to cover outside zipper sliders to assist closing bag when crammed full of gear.
- \* Large inside zippered pocket for goggles and clean clothes.
- \* All heavy nylon thread used.
- \* Double outside zipper sliders for complete opening and airing.
- \* Bag can be locked to keep out meddlers.
- \* Highly water repellent.



*NEXT MONTH, we will have a special "Keeping Track" issue on all the new Penton Sport-cycles, new Hi-Point Accessories and Daytona highlights, Trails news, M-X news and Enduro news. Be looking for it in approx. 4 weeks.*

**Hi-Point No. 1083 Now At Your Hi-Point Dealer.**

## JAMES HARVEY

A New Cross-Country Star  
In The Making



Only 17 and hailing from Acworth, Georgia, JAMES HARVEY is already a Cross Country racer to be contended with in the distance events. Riding out of Motosports in Roswell, Ga., James already has a big list of impressive victories.

200cc Champion in Towaliga Summer Series, 200cc Champion in Towaliga Spring Series, 13th overall at Loco Ciento, and Class Champion at the first Denver 100 in Easter.

James is a senior in high school and plans to major in business. He started riding at the age of 12 and concentrates in Hare Scrambles and Trials. He started riding M-X but preferred the longer endurance runs. This is James' second year with Penton and he has ridden Suzuki, Yamaha, Ossa, Bultaco and AJS in the past.

His future riding plans are to try his hand at getting 2-Day Qualifier experience by riding as many Qualifiers as possible and he hopes to some day go to the Six-Days and compete.

## PENTON RIDERS WIN NEW ENGLAND TRAIL RIDER AWARDS



NEW ENGLAND PENTON ENDURO WINNERS BEING CONGRATULATED BY JACK PENTON, L-R KEN SALAMAN, ED OLSON, BOB DANA AND JACK PENTON.

The NETRA annual banquet was quite an affair with the presentation of '75 Enduro Championship Awards.

PENTON RIDER Bob Dana captured the Bantamweight Championship and will carry the Bantamweight No. 1 plate for '76. Two other Penton riders also received awards Ken Salaman for 9th and Ed Olson for 7th in the Bantamweight.

New England Enduro Star Herluf Johnson won the Grand Championship on his Ossa followed by George Peck. The Championship race between Herluf and George went right down to the final event.

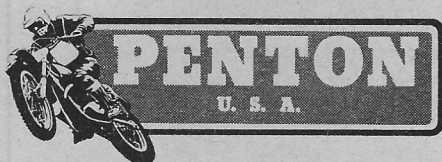
Jack Penton traveled to the Massachusetts banquet to present the Penton Riders their awards.

Just a line to tell you about a fellow Penton rider, Larry A. Bond, and his accomplishments. The Southern Enduro Riders Association, which is comprised of riders from Mississippi, Arkansas, and Louisiana, has just completed its '75 season. All events were well planned and most were extremely tough. Reliable and well prepared bikes were required.

Larry rode his Penton 125 through the entire series with no DNF's and no mechanical problems. Other than normal maintenance, all the little Penton required was a new chain. Larry finished the Championship Series as top "B" rider and placed 6th overall for the year.

Congratulations to Larry A. Bond, SERA, and Penton Imports for an outstanding year.

Bill Nida



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