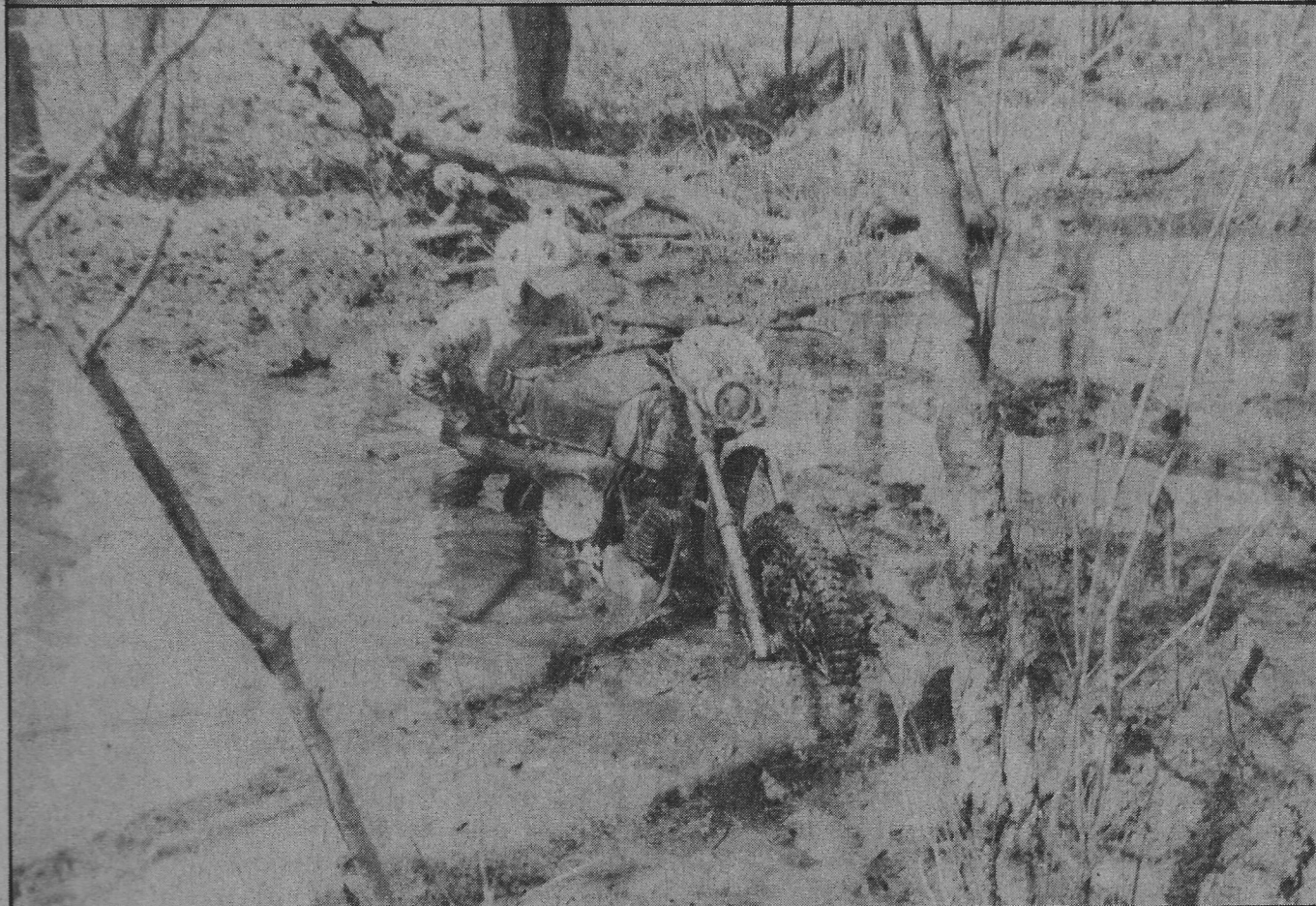


# Keeping Track

The Penton Owners Monthly News Happening!



*Its that time of year. Here a Penton rider from Michigan trys to figure his way out of this one.*





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

After a winter respite, motorcycling is again blossoming. The enthusiasm that good weather brings is showing itself in all areas of the country. For myself and fellow cross-country type riders, the enduro and trials circuits are in full swing, with plenty of local hare scrambles to fill in the void weekends. It makes for a busy life.

I have been quite encouraged by the quality of events I've ridden in so far this year, especially two in New Jersey. First was the Two Day Trials Championship event, put on by the East Coast Enduro Assn. This event consisted of around 350 miles of very rideable but demanding trail, with no swamps or bottle necks to discourage the competitiveness. All I talked to praised the event. Equally high in praise was the Leaming's Mill National Enduro the following month, held way down in the south tip of 'Jersey by the South Jersey Scramblers. This was a challenging, but again very rideable, event that kept experts on their toes, but allowed "B" riders time to catch up and finish the run.

I think that one of the main reasons I so thoroughly enjoyed these two events is that in the past I have been a bit pessimistic about enduros in New Jersey. I've been to a few where either there is a progression of swampy mud holes to gobble up motorcycle and rider, or woods so tight with trees and shrub it is first gear for miles and miles, the advantage going to the man with armored riding gear and 24 inch handle bars.

However, in these last two events, the trail was especially free from swamps, the clubs doing a fine job of skirting bad (or potentially bad) mud holes, and where not possible laying down pallets or even going to the extent of building simple bridges. Remarkable! And although there was plenty of trail characteristic of Jersey, it wasn't so tight as to be ridiculous. Good 1st, 2nd, 3rd and 4th gear stuff. Nice runs, the both.

I found a watch I really like for timekeeping. It's a Timex Quartz, #988522. The Timex Quartz has proven over the past year to be an accurate and reliable timepiece for a reasonable amount of money. However, I haven't been satisfied with any of the faces available until last week when I ran across this new model, #988522. I used it in the Leaming's Mill National Enduro and was very satisfied with its readability.

Everything is going well — a good motorcycle, fine weather, great events, and a watch I like. It's that time of year for enthusiasm!

## LEAMINGS MILL NATIONAL MILLVILLE, N. J.

March 28, 1976. The 100 Mile South Jersey Scramblers National was of the excellent variety with great trails and good checks and organization. Dick Burleson captured his 1st overall of the year dropping 10 points. On the Penton side William Grier took his open class Penton to 6th overall.

### PENTON TROPHY WINNERS

- 100-A
  - 1st Fred Brown
- 125-A
  - 1st R. Dunfee
  - 2nd R. Evans
- 200-A
  - 2nd T. Penton
  - 3rd J. Cooper
  - 4th R. Mollenkopf
- 250-A
  - 3rd J. Penton
  - 6th M. Weisman
- OPEN-A
  - 2nd Wm. Grier
  - 5th E. Gullestad
- 100-B
  - 1st P. Wetzel
  - 3rd D. Hartley

- 4th H. O'Haus
- 200-B
  - 3rd J. Grasser
  - 4th M. Troast
- 250-B
  - 3rd T. Cichon
  - 5th P. Grandinetti
  - 8th G. Peterson
- A-SENIOR
  - 1st J. Penton
  - 2nd R. Cook
- TEAM

1st Penton, Tom, Jack, John

## COLD, WET WEATHER GREET THE BURR OAK NATIONAL CONTESTANTS . . .

The annual running of the 150 Mile Burr Oak National Enduro at Momeuce, Illinois saw 400 riders battle the tight sand trails in cold, wet rain. The run was excellently laid out by Enduro Star John Young and kept all the National Stars hopping. Some riders were stopped by the police in Indiana for illegal equipment, including Jack Penton. That ended his ride in the afternoon section.

Dick Burleson set a blistering pace in the tight woods to win his 3rd straight National. Tom Penton took his Penton to 2nd overall and Hi-A rider.

### BURR OAK PENTON WINNERS

- HI-A
  - Tom Penton
- A-125
  - 2nd Tom Coles
  - 3rd Andrew Drawicevich
- A-200
  - 1st Bob Brooks
  - 3rd Ron Robolzi
- A-250
  - 4th Dave Maxey
- A-OPEN
  - 2nd Charles Roe
- B-100
  - 1st Steve Sigety
- B-250
  - 2nd Tom Shattuck
- SENIOR
  - 1st John Penton
- TEAM
  - 1st Brooks, Weisman, Lehto





**PENTON CYCLE LINER**  
**Newly Painted & Refurbished**  
**For The '76 Season.**

Everybody pitched in for three weeks to refurbish and repaint the cycle liner in Red, White and Blue. Jack Penton put many hours into the inside and outside. The cycle liner has been on the road every week since Daytona and will be heading West to Oregon again for the Trials series. Check it out if it lands near you at a race. It's CB equipped and the call name is of course, Cycle Liner.

**MATT WEISMAN**  
**HOSPITALIZED**

Matt Weisman, Advertising Manager Penton Imports and Editor of "Keeping Track" has spent the last several days in the hospital. By the time you read this he will have undergone an operation for a ruptured disc.

I know all of you will join us in wishing Matt a speedy recovery.

**CRANKE & JENSEN**  
**Make It 5 Big Ones In a Row**

Baja 500

1975 - 125cc Winners - Carl Cranke and Eric Jensen - Penton

Baja 1000

1975 - 125cc Winners - Carl Cranke and Eric Jensen - Penton

Mint 400

1975 - 125cc Winners - Carl Cranke and Eric Jensen - Penton

Parker 400

1976 - 0-200cc Winners - Carl Cranke and Eric Jensen - Penton

Baja 500

1976 - 125cc Winners - Carl Cranke and Eric Jensen - Penton

No one ... Not Cannonball Baker ... Or the legendary Moto X Cat ... Or Rolf Tiffelin or even Kenny Roberts ... No one has ever dominated a desert class like Carl and Eric.

The Baja's - the Mint, and the Parker are the biggest desert races of the season. Totally they span 2,800 miles of the roughest off road riding imaginable. The only way Carl and Eric's record of 5 in a row will ever be broken is if Carl and Eric make it 6 in a row.

**GLADWIN CYCLES**  
**A Power House Enduro Dealer**

Leonard Keen, owner, mechanic, and janitor of Gladwin Cycle Sales, kept track of his riders in 13 Michigan enduros in 1975.

All they did was win 6 overalls, 7 A Hi-Points, 3 B Hi-Points, 8 class championships, 43 firsts, 34 seconds, 23 thirds, 16 fourths, and 9 fifths.

Anyone want to challenge Leonard to a team event?

Drop me a note or give me a call. I'll be happy to act as a referee and lay out a few ground rules.

**HOT TIP FROM THE TELEX**

KTM/Penton Factory rider Gumnady Mossiev won both legs of the June 20th 250cc Grand Prix Moto Cross to move within 10 points of Heiki Mikola. Mikola, a former 500cc world champion failed to win points in either moto.

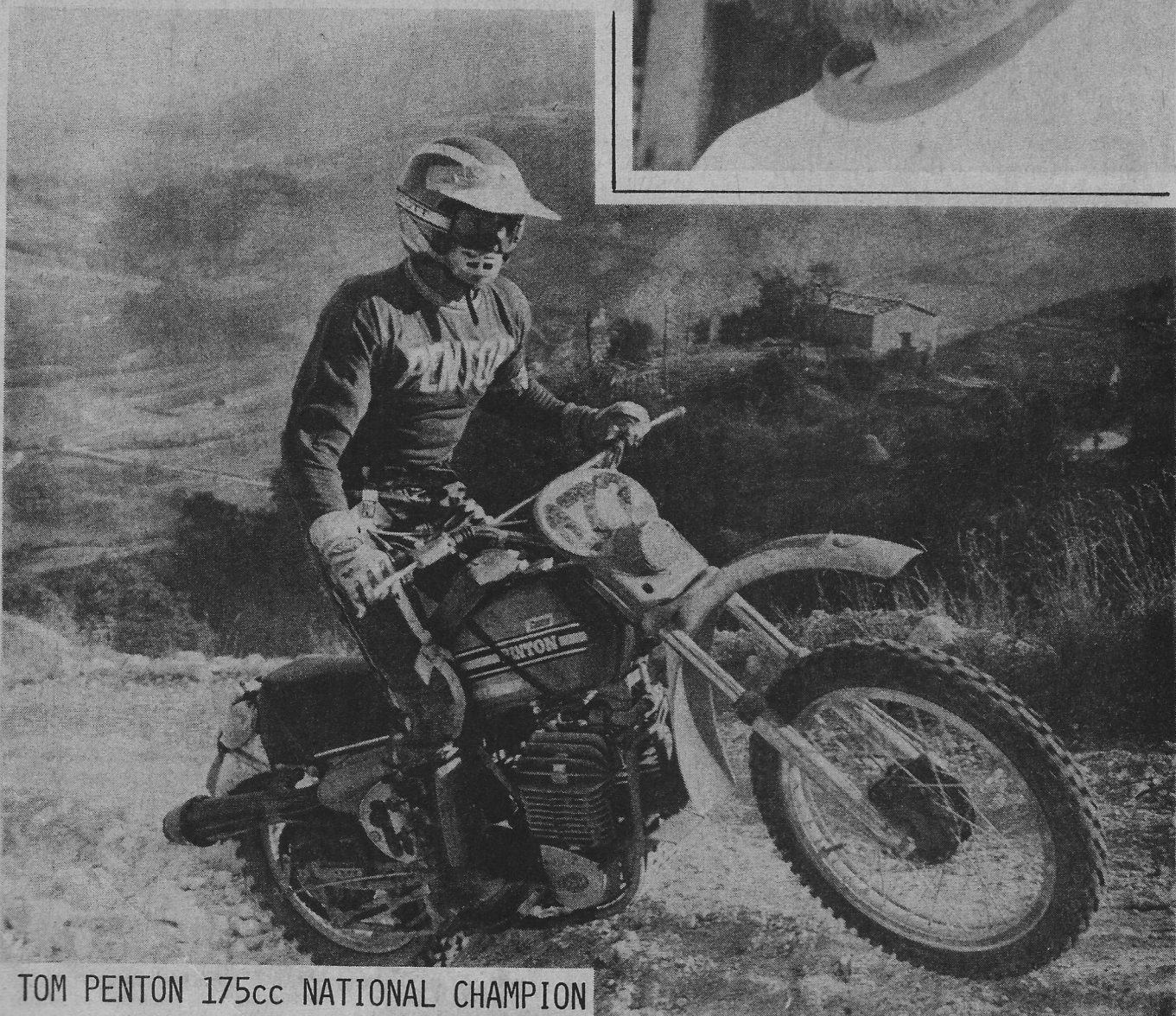
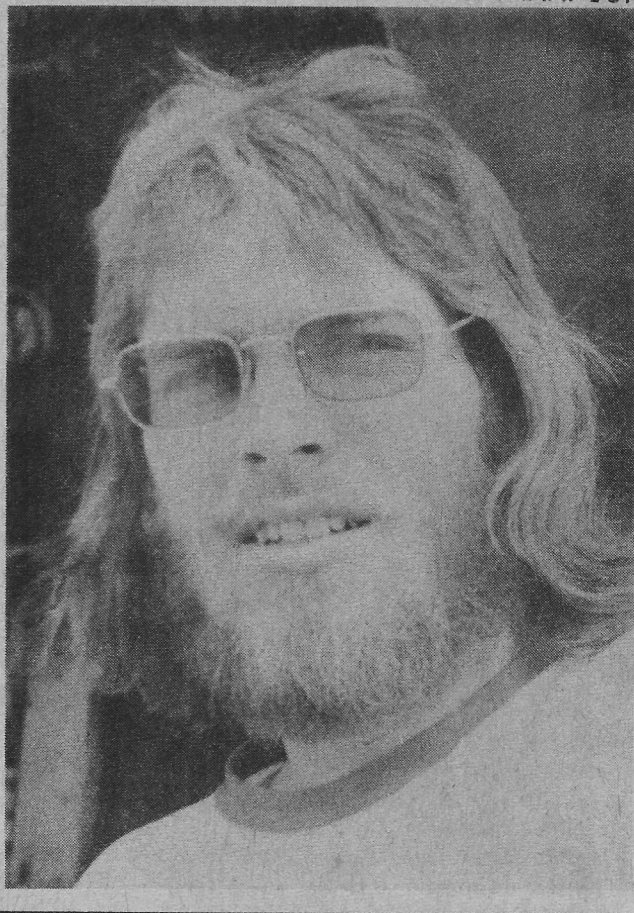
Mossiev won the World 250cc Championship in 1974 on a Penton/KTM. C'mon Mossiev .....



DANE LEIMBACH 125cc NATIONAL CHAMPION



- \* MOST GOLD MEDALS
- \* MOST CLASS WINS
- \* MOST OVERALL WINS
- \* MOST NATIONAL CHAMPIONSHIPS



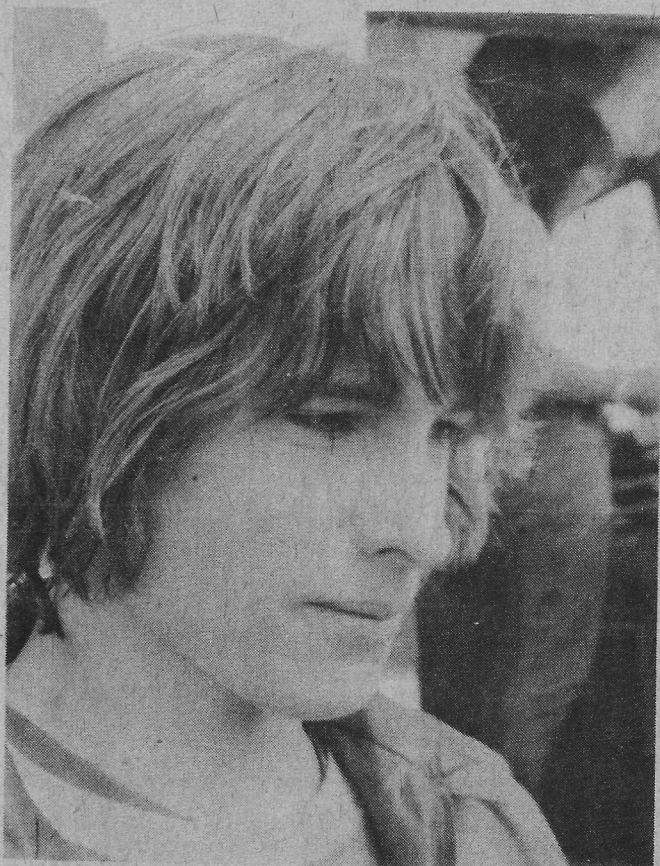
TOM PENTON 175cc NATIONAL CHAMPION



PENTON RIDERS AND CYCLES DOMINATE



CARL CRANKE 350cc NATIONAL CHAMPION



TED LEIMBACH 100cc NATIONAL CHAMPION

I.S.D.T. QUALIFIERS OVER



JACK PENTON 250cc NATIONAL CHAMPION



# New Jersey..the battle begins

With the weekend of February 28 and 29 providing a conflicting competition schedule, the nation's endurance specialists, including the Penton forces, split ranks and headed either south or east. Jack Penton, his father John, Matt Weisman and Penton road-man Bob Brooks all chose to go south to Franklin, Georgia to the Yellow Jacket National Enduro Championship. Jack is interested in National Enduro competition this year and especially in contending for top honors against present champion Dick Burleson (Husqvarna) and last year's runner-up Skip Olson — now a factory Can Am rider. Jack and his crew sampled a lot of choking southern dust and some shiny Georgia red clay. The Penton Six-Day riders left for Forked River, New Jersey and the first United States ISDT qualifier of the year sponsored by the East Coast Enduro Association headed by Bruce Cooper — and trail boss Dave Harrison. New Jersey in '75 had left some bad memories in the minds of the some 300 competitors who had sampled freezing rain, bottomless swamps — and the hazards of first time organizational attempts. Despite the recollections of the '75 event the ECEA filled their '76 entry and turned away almost 100 more would be competitors. An enormous amount of credit must be given to Bruce, Dave and their tireless, enthusiastic crew who analyzed the disaster of last year, learned by their experience and came up with an almost bullet-proof event. Gone were the bottomless swamps — any would be trouble areas were covered over with special heavy duty pallets no matter how far into the maze of scrub pine the mud holes were. Rather than start on a new route Dave Harrison worked on improving last years — and again came up with two double-looped courses — one to be run Saturday over 195 miles ... The second, a shortened course of 178 miles headed out in the opposite direction. Each day included two in-course terrain tests ... The second located back at the Coyle Field starting area to give the spectators and crews a chance to see serious racing action along with some high-speed riding aerobatics. The special tests on the whole were excellent, although they tended to favor the big bore machines who could put a lot of power to the deep sand on some of the long straights. While everyone looked for an overall leader to come from the ranks of the open class the honor went to 175cc rider Tom Penton who managed to cut the tight turns quicker than the entire

field of competition to come out a full 37.5 seconds ahead of the next man down. The only rider to stay under a 1000 mark total score!

While the time/distance check to check ratio almost destroyed anyone's chances for a Gold in '75. Bruce Cooper eased up in '76 and gave everyone a chance to sample New Jersey terrain the first day — then just as it should be, with the help of AMA Six-Days professional organizer Al Eames, Bruce dropped the average in the tight-trailed sections at the end of the second day making a gold something riders had to really earn.

The last element — neither the riders nor the organizers had any control over and just to even off the averages, the weather tipped the scale the opposite direction from the brutal cold and sheets of icy rain in '75 to the '76 version of clear skies and unseasonably warm temperatures to make a perfect riding environment.

Being the first qualifying event for ISDT team selection and also the first event of the newly formulated United States Two-Day Trials Championship — which will be hotly contested by the top manufacturers both on an individual and team level — two significant changes were prevalent and became important factors in overall scores. The first was the revision of the percentage level of acquiring a gold medal. Up to date U. S. events have always following the ISDT ruling by using before 1974 the 25 percentile. Yet last year with the events tending toward the difficult side gold medals became a precious commodity when dealt with on the level of 15%. New Jersey in fact released only six golds in the entire event. The '76 schedule will see the percentage go back to golds being awarded to riders being within 25% of the fastest man in their class. A positive revision — allowing the elusive gold to a possible goal to the "non-professional" Two-Day trials rider — creating an excellent incentive for future Six-Day Riders. It is also interesting to note that, in Europe, although the ISDT keeps its gold medal winners in the 15% bracket, the European Two-Day Trials circuit has always used the 25% cut-off.

The other revision instituted in '76 was the strict adaptation of the ISDT sound/acceleration test ... a major improvement which not only addresses the world-wide concern for lower motorcycle competitive sound levels but also allows U. S. Six-Day Riders to practice, in actual competition, the exact testing procedures they will find in Six-Day

riding. This is an area that the U. S. found itself very weak in during the '75 Isle of Man event. In this new testing procedure the key lies in the ratio of speed — acceleration on a straight line drag course of a specified length — to a sound reading in decibels taken while the machine is under acceleration of that course.

Day one threw almost two hundred miles of New Jersey deep-sand whoop-de-dos and tight scrub-pine ridden mazes of twisting trails at the 265 starters. The time element even on "A" schedule proved easy, if a rider didn't have any trouble with his machine and was in good physical shape he could have anywhere from 12 to 8 minutes at a time control to rest and work on his machine's new '76 developments. While Carl Cranke (Pen) was home in California and Jack Penton and Dick Burleson were fighting battles on the National Enduro circuit — several western riders made the long trip East. Bill Uhl, top ISDT contender, led the large effort put forth by Hercules this year. While Bill rode the new 7-speed '75 Hercules along with Drew Smith against Tom Penton, Max Markowitz and Jeff Gerber representing the Penton effort. They also sent 125 riders Dale Barris and Rob Grant to compete. These riders would be joined by Ron Bohn on an over-bore '75 (250 class) and Idaho borthers Mark and Mike Deyo in Texas two weeks later. Yamaha has also jumped into Six Days development by fielding a team headed by Chris Carter, Dave Ashley, Gary Surdyke, John Fero, Stan Rubottom and Dick Mann. Fero and Rubottom were on 400 ISDT models in New Jersey. Rokon all but dominated the 350 class with their ISDT-proven team of Jim Simmons, Jim Fogel, Jim Hollander and Dave Mungenast — with new additions of New Englanders Gary Edmonds and George Peck.

Penton sent Dane Leimbach on the new Penton 125 with brother Ted on his 100 to compete in that class. While Tom Penton, Max Markowitz and Jeff Gerber were in the 175 to ward off the challenge from Hercules. Rod Bush, Gary Younkins, Don Cutler and Lars Larsson (Penton) came as factory reps amid an on-slaught of Penton privateers. Carl Cranke stayed home with his 350 old blue — the wonder machine and two young riders Kevin LaVoie (last year's top Ossa Vase Team rider) and first year ISDT competitor Frank Gallo battle neck and neck for a win in the open class on their 400 Pentons.

By the end of loop one the sand started to get deeper and the few

existing mud holes a little longer which created some difficulties for the smaller bore machines — but the relatively easy time schedule left the top scores to rely on the two terrain special tests and the scores received on the acceleration/sound test. The machines were taking a severe beating on the deep sand whoop-de-dos which the more experienced faster riders were taking at high speed to keep the time schedule. Broken and overheated rear shocks with bottoming front forks soon became the complaint of the day along with a few tired bodies. Swede/American Lars Larsson aboard the new Penton/KTM 250 moto-crosser with its 9" of travel in the front and 9" in the rear just kept smiling as he jumped into first place in the 250 class closely followed by only 3 seconds difference in total time by Rod Bush on the 250 Penton Six-Day.

The second special test of the day held back at the starting area at the conclusion of the second loop provided a lot of spectators with some first rate Moto-Cross action which included a steep down hill and some 70 mph straight aways. When it was all over and the 170 out of 265 starters had put their machines into the compound it was learned that Tom Penton had ridden well enough in the tight sections of the terrain test to make up for those high speed straights and brought his 175 Penton almost 40 seconds ahead of the two 400 Pentons of Kevin LaVoie and Frank Gallo who were tied even at 1010 for 2nd overall and open class supremacy over the two Yamaha riders John Fero and Stan Rubottom. In the 125 class the day's results brought to light an interesting battle for top position between Dane Leimbach on the new Penton 125 and fast-rising New England rider, Penton rivater Don Cichocki. While Don managed to beat Dane — their scores were incredibly even — both had 48 DB sound penalty points, both had 53.0 in the acceleration, Dane edged Don by a single second in the first terrain test (518 to 519) and again they were dead even with a 468 in the second test. No one could ask for a closer, more exciting duel for first until it was learned that, under the hawk eyes of a check scrutineer, Dane's front tire had crossed over the yellow flag line at a control taking on an additional 60 penalty points. While that left Don out in front by 59 seconds over Dane, Dane's brother Ted Leimbach competing on a Penton 100 in the 125 class did a remarkable job of sliding into third behind another Penton rider Bub Evans who stayed within



12.5 seconds of Cichocki. R. Dunfee made his fifth place position a full Penton sweep of the top five in the 125 class eluding the attack from Hercules.

In the 250 class the battle between the two 250 Pentons of Lars Larsson and Rod Bush provided an equally exciting contest. While Rod took Lars by two seconds on the first test, Lars came back to take the second by 6 seconds. They just about split the acceleration/sound test with the final tally for the day leaning toward veteran Lars by three. Rick Weathersbee also Penton mounted managed to stay within 4.5 seconds of leader Lars while Gary Younkings slid into fourth on his Penton. Dave Hulse, who did such a credible job as the U. S. Top ISDT privateer on a Montesa in '75, earned himself a factory ride from Ossa and took top honors and sixth for Ossa followed by Earl Law, a new graduate of the New England Junior ISDT program on a Ossa.

In the 175 class Tom Penton had taken a remarkable 75 point lead yet the battle for second place between Jeff Gerber (Penton) and Bill Uhl on the new 175 seven speed Hercules was only 2 seconds apart — the edge going to Gerber. Cooper on a Penton was fourth and another first time out New England boy Harry Heilemann (Pen) was only a half second behind.

The 350cc class remained just about solid Rokon with the lead going to big Jim Simmons and second to Gary Edmonds and his first national ride on the big automatic. Jim Fogel another ISDT veteran put his Rokon into third.

The open class remained every bit as exciting as any of the other classes for at the end of day one Frank Gallo and Kevin LaVoie were not only tied for the day's win but also for second over all. While Frank had taken his 400 Penton to a slight edge in the terrain tests — Kevin, after watching Carl in the 350 class all last year, put in an excellent acceleration test to even the match up. John Fero and Stan Rubottom were third and fourth on their new 400 Yamahas.

Sunday's course was laid out in new territory presenting a lot more of the same tight, twisting sand trails where scrub pine branches reached to destroy a rider's hand. The tired suspension units on many of the machines had made riding exhausting for many riders. Shocks were overheating and becoming almost useless — the bike reacting like a pogo stick on the deep sand trenches. With no relief these sections would have to be ridden even faster and more aggressively for Al Eames and Bruce Cooper had dropped the time average considerably. The local riders had had their chance at sampling endurance trials competition. Now the organizers

would have to weed out the top Six-Days riders and the eventual class winners. The special tests remained basically similar to Saturday's except while the first contended with tighter going and sand hills and pits. The second had two long half mile straights with a 90° turn in the middle. Tom was on a small machine. His 175 — as good a trials bike as it was — was going to suffer in lost seconds to the big machines of Rod Bush, Lars Larsson and especially the 400's of Gallo and LaVoie. His excellent lead the first day would prove more than beneficial to his overall position.

The first lap was quicker than Saturday's time, yet riders encountered the first serious mud of the event — some dropping as much as five to six minutes pulling their machines free. With the time taking yet another drop on the second lap the organizers detoured the rider around the difficult terrain and then without rest into the first special test and on into the two extremely tight sections of the day. Many golds were dropped right at the last check with exhausted riders going immediately into the second special test. The small machines riders like Dane, Ted, Tom and Jeff Gerber were forced to hold their machines wide open on the straights hoping the seconds lost to the big machines would not be great enough to destroy an overall position. In the 125 class the special test times fell accordingly. Don Cichocki after turning in an excellent two day try at his first trials had trouble with his brake rod in the second special test and dropped into second spot. In typical Don fashion he stated "I'm disappointed but I now know I've got a good machine and compete with the factory riders" — and there's Texas. Dane never could quite make up the lost 60 points for early arrival at the Saturday check but still managed excellent test times, the fastest 125 in the second test with Dane in third, brother Ted Leimbach rode his 100 to a fourth in the 125 class. Bub Evans, who consistently pulled in good times and had no misfortunes during the weekend took his Penton to a reputable 125 victory. While Tom Penton was not fast enough to take Sunday's top finisher, he rode well enough to secure the overall win and the class victory. The battle between Bill Uhl and Jeff Gerber was quickly settled when Jeff became lost in the last special test. Two days of hard riding and one serious mistake relegated him to sixth place while Bill captured second. Young Harry Heilemann made a lot of people start walking around asking who the heck is Harry Heilemann?? Only a senior in high school his first performance led a plausible answer to that question. A few more qualifiers, maybe a season of trails and you won't have to ask that question. Ken

Salsman another New England Junior put in a good score on his Penton despite trouble the first day to pull a seventh in class. Drew Smith, his first ride on the Hercules had problems during the weekend but turned in consistent scores to get tenth.

The man of the day was Rod Bush whose determination and skill have advanced into the excellent caliber mark. After riding the Two-Day circuit for three years, he started his fourth season off by some serious riding, the kind that wins classes and in the not too distant future — a possible overall. His determination to beat Lars on the new Penton Moto-Cross machine set him up for a 24 second lead, and the combined Two-Day score of 1901, just 18.5 seconds behind Tom's score of 1884.5 put him second overall. Rick Weathersbee (Pen) came in ten seconds behind Lars for the Two-Days for a third while Gary Younkings was fourth. After riding with no shocks for two days, veteran Don Cutler, former Ossa Vase Team Rider slid into seventh and a gold giving Penton six out of the top ten places and the first four. Three Ossa's finished in the top ten, Hulse, Ron LaMastus and another kid from Putnam, Rhode Island, Earl Law.

The 350 class went straight Rokon for the first four places. Dave Mungenast, 4th; Jim Fogel, 3rd; Gary Edmonds, 2nd; and Jim Simmons, 1st. The later doing well enough to place in the top ten overall.

The open class battle between Frank Gallo and Kevin LaVoie was settled when Kevin's machine nicknamed Moby Dick developed the New Jersey suspension sickness on a pair of shocks Kevin had installed before the run. Playing Ricochet Rabbit to Gallo wasn't the way to win on special tests and Frank was left the laurels of the open class while Kevin just said "Wait till Texas!!!!" John Fero and Stan Rubottom on the Yamahas remained in third and fourth while Bob Mercel (formerly Ismallot of Moto-Cross fame) powered his 400 Maico to fifth.

New Jersey '76 will go on the books as a brilliant season opening and a good indication of the tight, excellent competition it is going to take not only to make the Six-Day Team but win the U. S. Championship competition that will not only come from the manufacturers factory teams but also from some new excellent privateers who are all out to win.

#### NEW JERSEY MEDAL WINNERS ON PENTON

Gold Medal Winners ... Evans, Cichocki, Leimbach, Dunfee, Penton, Heilemann, Gerber, Salsman, Fliegaut, Bush, Larsson, Weathersbee, Younkings, Cutler, Smith, Baxter, Gallo, LaVoie, Cook, Grier.

Silver Medal Winners ... Krebbiel, Schutte, Cooper, Slate, Paltrineri, Triplett, Grasser, Davis, Swingle, Hill.

Bronze Medal Winners ... Lovell, Street, Mollenkopf, Stackhouse, Young, Wright, Shoemaker, Flaherty, Wallace, Vander-kleg, Wilkes, Fellini.

## TEXAS

The annual Two-Day Trials held at Fort Hood, Texas is a unique experience. Even Killeen, settled amid 1001 hamburger stands, sandwiched between loan shops, topless bars which don't serve liquor unless you're a club member, remains totally different than any town on the Six-Day qualifying circuit. It's the only town I know of with a Kentucky Fried Chicken East, West, North and South. You can't get a decent steak there either because it's all been ground up for the two billion Big Macs that must of comprised 10% of McDonalds '76 profits. Just out of town in a sprawling, half-desolate hunk of Texas, is Fort Hood ... (larger than the state of Rhode Island), the essence and nucleus of Killeen and its inhabitants. The army base which may have upward of 75 thousand people living on it, houses the entire terrain layout of their Two-Day qualifier. The army staff of the Fort Hood Dirt Riders is the moving force behind the event. And like anything the Army does — it's 100% effort. Everything from a complete helicopter rescue, both for riders and bikes, to an inbound/compound protected from the evils of rattlesnakes and would be dishonest late night moonlighting mechanics — by at least 50 miles of razor blades glued of wire that is not only reminiscent of WW II trenches but makes the old Texas standard barbed-wire look like silk thread. But there are good things like free showers at the gym. Seventy-five cent breakfast military style in a tent at 5:30 a.m. and a crack crew of parachutists who land in the middle of the rider's meeting after forming stars and passing batons about ... without their parachutes open. They finally pass it to Carl Cranke as an honor for having won Ft. Hood in two successive years on the monocycle "Old Blue" his 350 Penton. Carl accepts, on the ground now, but tomorrow probably flying just as high and fast ... hopefully not passing batons ... just riders.

Ft. Hood is the one event every year that everyone comes to. The factories are there in masses and every serious Six-Day privateer is represented as well, as with the age-old conflicts on the National circuit



events are supposed to be split geographically. About half in the East and half on the West Coast. So it turns out Carl doesn't make New Jersey and the Eastern guys leave Carl and the desert boys to do battle in California city. Texas is supposed to be an Eastern run — if you come from New England it's 2000 miles West. If you come from Ohio around Penton land it's about 1800 South — but it still is the event that everybody figures they can make no matter what direction — No National Enduros, no western desert money races, it's early in the Six-Day series so all the winter weary racers are going to head for the warm Texas sun and some serious riding.

For the Western racers the Texas terrain seems to resemble some of that desert stuff they play in — definitely hard and fast "loose-headed" special test. To the Eastern boys it isn't quite desert so they have a good chance to do a little "open" flying . . . and it's a guarantee that the "big three" are going to be there to see who is going to be grabbing the parachute baton in '77. Jack Penton and Dick Burleson are concurrently doing a lot of scuffling around trying for overall victories on the National enduro circuit — but Carl Cranke doesn't pay too much attention to that eastern stuff — He mostly goes for the Western money races like Baja and the Mint while performing magic on Penton engines for a living. But at Fort Hood they all meet. If one were ever to set up a betting window the morning of day one, the odds would probably go off dead even with a lot of heated discussion about "whose" terrain it is and "whose" special test it is going to be. They're all excellent riders, transcending terrain levels and working on the level of skill alone. The speed at which they're now going, reflected in this year's Six-Days results, warrants no room for mistakes. A few seconds not minutes, even one in an incident last year, can make the difference. They are totally professional in their attitude, almost as professional as any American could be.

They were not the only ones to join the Six-Days circuit. An influx of Western riders came to take a stab at high profit gold. Mike Hannon, a desert ace in his own right, came representing Bultaco along with Californian Charlie Bethards. Yamaha, now appearing to have made a positive commitment to Six-Days development, added Chris Carter to the New Jersey event crew of Dave Ashley and John Fero. Dick Mann, signing with Yamaha, didn't show at the last minute, but will be an interesting element in future events. Rokon was there, crew intact. With Jim Simmons appearing to take a definite lead on that Team. With new-comer, former lightweight rider, Gary Edmonds, making an

impressive showing on their new improved lightweight machines. Ossa had not formally entered a factory team, although Dave Hulse, Ro LaMastus and the two New England Juniors Earl Law and Tad Uzzle all financed a trip south. Malcolm Smith, back from the plains of Africa, showed up and with King Richard and ISDT Veteran, Ed Schmidt, made a formidable factory team. Hercules seemed to amass even more riders in their all-out effort to secure class wins in the now hotly-contested American Two-Day Trials Championship. In the 125 class Dale Barris and Rick Grant were formed by Mike Russo, Dwight Rudder and Mike McGowan, Drew Smith and Bill Uhl were left to fight out the 175 class against the Penton barrage with the addition of one of Bill Uhl's two proteges from deep in the Idaho Hills . . . Mike Deyo and his brother Mark who would ride a 175 in the 250 Class along with Ron Bohn who up until now has spent most of his successful Enduro/Six-Days career aboard a Husky. And then there were the Pentons — almost an army to match a Fort Hood battalion — comprised of 12 factory riders and a large number of private riders — like young Harry Heilemann who talked his mother into believing Ft. Hood would be a better educational experience than high school and Don Cichocki — whose taste for victory had just gotten wetted in the New Jersey run. With Don came the two Leimbach brothers, Dane and Ted to survive the Hercules attack. Tom Penton, Max Markowitz, Jeff Gerber — (Bob Brooks, Pentons Sales Rep and Harry were there to help) were going to try the same tactics on Uhl and Smith. Jack Penton, Rod Bush, Gary Younkins, Don Cutler, Lars Larsson made an impressive looking barrier against the likes of Hannon and the Ossas. Carl Cranke thought it was about time to end the Rokon monopoly in the 350 class. And the open class turned into the big class to watch with Kevin LaVoie and Frank Gallo still trying to see who could turn the black handle harder on their 400's. Dennis Vandecar brought his own 400 and they all were trying to beat the Huskys of Burleson and Smith and the three Yamahas of Carter, Fero, and Ashley & with Stan Rubottom and Gary Surdyke thrown in for good measure. What was once the "gut" class is now the one to watch along with the ever popular 250.

Day one was in essence 178.9 Texas miles, of Texas miles of miles and more miles. The time schedule was too easy for the terrain and weather conditions and it produced two elements which would have a large effect on the results. Texas terrain is brutal in its severity on machines and riders. The ground is like cement unless it rains; then it's

like gumbo-glué. Traction is treacherous. The terrain itself is difficult to read in the monotony of the sameness of color and forms which too often are misread or overlooked. The element of surprise is always there but somehow forgotten until it is sometimes too late. Crashing in Texas produces a lot of hurt bodies and broken machinery; even near misses cause major set backs. Perhaps the result of the tendency to be lulled into riding endless miles in some trance-like state until wildly jolted back to reality. Suspension takes a wicked toll here. And then, as if the monotony isn't enough, the terrain is interlaced with deep tank tracks sometimes invisible to a high-speed decision of a fast-moving rider. Even the eerie sight of tanks topping war-worn bluffs, the miles of string out communications wire ready to wrap itself around sprockets, the occasional gaunt maverick steer wandering aimlessly, deafened to the constant background of echoing big artillery practice makes Texas a unique experience but a difficult test of rider ability. This year while Lars ("I think tactfully dozed off a few times") and Don Cutler ("I was so bored between the 5th and 6th check I fell off for something to do") nervously joked about the speed schedule on route. Everyone knew that what was really going to count was the special test times and that meant all out effort to get really loose. It means tuning or retuning your mind from the trail pace . . . not only getting loose but not making a single mistake became the criteria and oddly enough while the trail was, as usual, marked well the special tests were not. Riders found themselves catching sideways glimpses of turn arrows at 50 mph. So it became a contest to see who made the least amount of mistakes or missed corners, or who got lucky and saw others miss them and take the opportunity to slide by. While Dick Burleson explained that he finds it difficult to switch from the highly precise programing of mind and speed of enduros to release the discipline and get really loose to put in the speed necessary to take fast times in special tests. Cranke on the other hand rides loose, most of the time in events where that is the criteria, but it too remains a calculated risk, one which failed him Saturday. "I was riding hard, in a lot of dust. All of a sudden, the trail turned into trees and bushes and I found myself in a field where I wasted a lot of time getting out back onto the trail." So Carl's times suffered. Jack is a master at switching from the precision of enduros to the all-out demands of qualifier special tests, yet he found the terrain and arrowing difficult and landed up missing corners.

By Sunday morning in the damp

unseasonable 40° temperatures, Bultaco ace Mike Hannon, who adapts well to the Texas terrain, had the lead. "A lot of it was just plain luck. I kept seeing other guys miss corners so I'd make them. Everything just went together. I rode well, felt good and got lucky . . . now I'm nervous as . . . ." The first day had given, begrudgingly, its victorious moments, but had also taken its toll of top riders. Penton riders Jeff Gerber and Bob Thomas, both riding on the same minute, got lost and arrived at the finish 45 minutes early. Hercules was having their trouble. Mark Deyo went out with engine trouble, Rick Grant crashed hard and was knocked out, but after collecting himself and his machine, went on. Mike Russo's bike didn't cross the starting line, or so the official stated, in his one minute late allowance time and he was given an extra 60 points. Mike Hannon's team mate Charlie Bethards went out with a seized engine as did Jim Fogels Rokon. Disaster struck Penton when Ten Leimbach seized pushing his 100 to the limit — a prophecy too well known by the 100 class as Glen Allison would win it scoring a low 1179, still losing route marks.

In the 125 it was a repeat of New Jersey with Dane and new comer Don Cichocki dueling it out once again. No early arrival penalties to incur Danes chances in Texas and he took the lead by a healthy 64.5 seconds. The two Hercules riders, Mike Russo and Mike McGowan, were in fairly close pursuit as was Dwight Rudder who Sunday would break both rear shocks and become a DNF. The 175 class emerged as a class race with Tom Penton taking a slim 4.5 second lead over Bill Uhl's Hercules which Bill was finding easier to adapt to after some new shocks after New Jersey. Drew Smith slid his Hercules just in front of Max Markowitz to take third. And Bob Brooks and hooky-playing Harry Heilemann were a mere one second apart. In the 250 class overall, leader Mike Hannon had Jack by a full 20 seconds. Jack, in turn, was only one second ahead of Rod Bush (Pen) who is making an excellent showing in this season's competition. Don Cutler and Lars Larsson led the way in front of a surge from Ossa in the form of Dave Hulse, Earl Law, Tad Uzzle and Ron LaMastus. Cranke's misjudgment in the 350 cost him the lead to Gary Edmonds and Jim Simmons on the automatics with Jim Hollander sliding into 4th. The open had Burleson on top with a 771.7. The closest to Hannon's 250 score of 766. Kevin LaVoie finally got it together with his 400 "Moby Dick" to lead friend Frank Gallo by some 17 seconds with Yamahas Dave Ashley also nipping Gallo by only a second. Chris Carter and Malcolm Smith



came next to finish the top contenders.

Day two brought the reverse sections of Saturday's run — but Al Eames had decided to tighten the schedule for two specific sections and again the weeding out process started and once again the annual Texas machine breaking. Dane noticed a crack developing in his swing arm and wisely stopped to wire it in case it should let loose. He stated "I had to cool it in the special test if I wanted to finish, but I had to go fast enough to keep my lead . . . I spent alot of time on my front wheel." But he was successful in warding off Hercules and the now seemingly medal hungry Don Cichocki who took second in as many events to make him an instituted threat in '76 for Dane's title, Mike Russo and Mike McGowan after dropping Rudder with broken shocks upheld Hercules by taking a 3rd and 4th.

An interesting element occurred in the 175 class while spectators and factory reps were waiting the outcome of the five second split in the lead between Tom Penton and old team mate Bill Uhl. Drew Smith missed a short section of the special test which due to the poor marking was just not his fault — but it was enough to make his average 51.89 mph through the test, a highly improbable time. With this time he was 37 seconds faster in a 3.2 mile test than the next fastest rider, Jack Penton. This made Drew fast man of day two??? But as no one was there to prove that the error was made, Al Eames let the score stand. This put Max Markowitz down another notch too, into fourth while Harry got Bob Brooks by one second in the special test to even it and then, through lack of experience, neglected to carry a spare bulb and incurred an additional 20 bonus points for not having working lights. The U.S. qualifiers are also a training ground with a lot of lessons well learned and not soon forgotten.

In the 250 class Jack Penton, by mid Sunday, had turned a good first special test. Before he could even content with the second, the brake rod on his rear wheel broke and he was left with only the front, that too overworked in the high speed terrain with the time controls, tightening up and soon went away, and with it all the possibilities of an overall win. As ill will continued to work its way down the 250 ranks, Lars got a flat tire and rode in still managing a fourth in class. As ironically as it seemed, Mike Hannon, who captured the top test times and all the lucky breaks the first day, missed a corner in the first special test and lost almost 20 seconds beating his way back through the under brush to the trail. He too dropped position into 2nd place behind Jack. Then,

further misfortune — as Gary Younkins one of the U.S. top young riders, a consistently high placing competitor, broke a hub only a few agonizing miles from the finish. "I had to slow down, everyone passed me, but I had no choice; that was the only way I could finish." From fourth, off a gold, through silver to a low bronze all in the last check. Rod Bush, again proving his speed, is becoming a consistent element turned in some excellent times to hold onto third and a fourth overall. Dave Hulse (Ossa) and Don Cutler (Pen) continued their three year rivalry with Dave taking the edge this week leading team mate Ron LaMastus with a 1594 closely followed by the two Ossa kids Earl Law 1602 and Tad Uzzle 1607.

In the 350 class Carl Cranke was back or almost back in form. He pulled Burleson by 4 seconds in the first special test and Richard returned the favor by topping him by two in the next. The slim margin was enough to give Carl the honor of being the second day's fastest man by a single second over Jack and two over Richard. It also threw him a top a pile of Rokons for the 350 win but another member of the big three had paid heavily for a single mistake and the overall now rested with the third — Dick Burleson who managed to get loose enough the second day, not make a single error in judgment and had no misfortunes of luck, grabbed the overall. King Richard was on top at least for this event or that short period of time until the paths of the other two, Jack and Carl intercepted each other — perhaps amid the red clay fire roads in the deep south of Alabama a few short weeks away.

Lady Luck continued tarnishing almost captured golds taking Frank Gallo out of the riding with a flat. Too far to ride his 400 to the finish, he tried to change the flat in 18 minutes. Frank needs some of his special test speed tranferred back to some serious tire practice in the garage. Kevin LaVoie and old Moby Dick got a firm hold on second spot and a solid top ten overall placing. Dennis Vandecar (Pen) put in a good day 2 performance for third with the Yamaha trio of Chris Carter, Dave Ashley and John Fero making an impressive showing just in front of Malcolm Smith.

Once again Ft. Hood was returned to tanks and heavy artillery and Killeen kept on pushing thousands of quarter-pounders with cheese in the middle of the big sky country of the lone star state of Texas. The motorcycle racers packed up and left, looking toward promising battles and hoped for victories in a place called Pell City, Alabama.



Jeff Gerber at the Jersey 2-Day.



Overall Jersey winner Tom Penton.



\*NOTE: The Two-Day Trials summary was started by our hospitalized editor, Matt Weisman. Realizing the impossibility of duplicating Matt's powers of the pen we have decided to merely recap the results of the remaining trials.

If you desire the details, grab the arm of Kevin, Jack or one of the other riders next time you see them. They'll be happy to fill you in.

## CALIFORNIA

Two Penton riders made the long trip from Lorain to California. Kevin LaVoie and Jeff Gerber. Had the California and Washington Trials been on consecutive weekends, the entire team would have gone. As it was, it was simply too much of a hassle.

Kevin made the trip in hopes of capturing an open class win. With two 2nd in class, a win in California would have put him in good shape for the open class National Championship.

Kevin's inexperience in the desert proved to be his downfall. On day number one he was beaten in the special tests by 8 open class riders. He must have hearned something because on day two, he came back and was beaten only by two genuine desert legends—Cordis Brooks on a Bultaco and Gene Cannady on a Honda.

Bill Uhl had the 175 class pretty much to himself. He won by 90 seconds. Gerber was 3rd 175, 97 seconds behind Bill.

Mike Hannon the Bultaco rider that Jack barely beat in Texas won the 250 class by 40 seconds over Eric Jensen.

The 125 class was won by Bill Eisele on a Honda. Ken Harvey was 2nd in the 125 class riding a 100cc Yamaha.

The 350 class of course went to, who else, but Carl Cranke. Carl has ridden 4 Six-Days and about 6 million qualifiers. Carl has never had a DNF and has never finished out of gold.

The overall victory Cordis Brooks. The team went to Penton East, Carl, Eric and Kevin.

## ALABAMA

Everybody in the world showed up to ride Alabama. The hot shoes from East and West and the hopefuls from North and South. Never before has so much ISDT talent been thrown into one qualifier. Check em' out; Bill Uhl, Dane Leimbach, Tom Penton, Carl Cranke, Jack Penton, Ron Bohn, Lars Larsson, Gary Younkins, Rod Bush, Jim Hollander, Dave Munganest, Dick Burleson, Ed Schmidt. All have won gold medals in ISDT competition.

Also present were Ted Leimbach, Don Cichocki, Drew Smith, Harry

Heilemann, Jeff Gerber, Rick Weathersbee, Ron LaMastus, Mike Hannon, Don Cutler, Earl Law, Jim Simmons, Ron Bishop, Charlie Vincent, Jim Fogle, Dick Mann, Barry Higgins, Dennis Vandecar, Kevin LaVoie, John Fiero, Stan Rubolloom, Frank Gallo . . . . All potential Gold Medal winners and definite challengers for National class championships.

However, when the dust had settled there were no real surprises. The big guns were on top just as they always are, and must be, to become genuine ISDT winners. The Trials season was half over and the National Championships were shaping up.

Ted Leimbach won the 100cc class on his Penton. Ted Krehbiel, also on a Penton was second and Yamaha Ken Harvey was 3rd. To date Ted had 2 wins. Krehbiel had 2 seconds, Harvey had a 1st, 2nd, and 3rd. On the basis of points Harvey was ahead. He had also ridden one more event than Ted. If Ted wanted to be National Champion, he would have to go west to Washington or one of the Oregon Trials.

Dane did it in the 125 class with 78 points to spare over Penton mounted Don Cechocki. That gave Dane 2 wins and a third. Cechocki has three 2nds. Dane could wrap up the 125 championship in Michigan.

The 175 class belonged to Tom with Gerber 2nd and Uhl 3rd. Tom now had two 1sts and a 2nd to Uhl's 1st and two 2nds. The 175 class looked like a down to the wire race. Both Tom and Bill are seasoned ISDT veterans and past National class champions. They both wanted it again.

The 250 class went to Jack by 29 points. Second was Mike Hammon with third going to Gary Younkins. At this point Jack had only 2 scores.

Cranke again won the 350 class. Out of 4 events, he had entered 3 and won 3. With 4 trials left, 3 of them in his back yard, he was a shoo in for the 350 National Championship. Jim Hollander, Rokon, was 2nd at Alabama and Charlie Vincent, Ossa, was 3rd. Neither of them had shown the consistency to date required to beat Carl.

The open class went to Burleson. Second was Maico rider Barry Higgins, Dick won in Texas and Alabama. He too would have to travel to Washington. Kevin LaVoie, Dick's closest rival in the open class intended to chase Dick to the last event. He too wanted to be a National Champion.

The Team events again went to Pentons. Penton Imports with Dane, Tom and Jack were first with a perfect score. Penton East with Carl, Don Cutler and Kevin LaVoie were second.

## WASHINGTON

A long way from Lorain. Anyone riding there and also in Michigan would be faced with a strenuous trip and not much time to spend on cycle preparation.

Still Kevin and Tom decided to go. Tom took the 175 challenge directly to Uhl. If he won and could duplicate the win in Michigan he would be home free and wouldn't be forced to travel to Oregon. By missing Oregon he would be able to ride one more National Enduro. If Uhl won . . . well . . . The only thing Tom would be out would be time.

A win for Kevin would put him way ahead of Burleson. Dick would be forced to win in Michigan and would still have to go to Oregon.

Both came through, Tom beat Uhl by 82 points and Kevin beat out Ben Bower for the open class win. Their strategy worked and they had clearly shifted the load from their backs onto Bill and Dick.

Mike Hannon lost an excellent opportunity to gain valuable 250 points over Jack. He easily led the first day but ran into mechanical problems the second.

The 250 class was won by Dan Brown, Bultaco. 2nd was Ron LaMastus, Ossa, and 3rd Malcolm Smith.

Phil Smith on a Husky won the 125 class with Honda rider Rick Munyon 2nd. 3rd went to Mark Deyan on a Hercules.

The 350 class, per usual, was won by Cranke. This was Carl's 4th win and sewed up the 350 National Championship. Jim Hollander turned in an excellent performance to take 2nd 350 only 42 points behind Carl.

Penton East with Eric, Carl and Kevin again copped the manufacturer team event.

For a first time effort, the Washington Club did an excellent job. The trials were too easy, putting the pressure on special test. However, the intent was to put on a good run for everyone. If the trials are designed to ISDT standards, there would be very few golds. At this point in time it is best to breed interest in qualifiers instead of demoralization. Next year's event, with the experience from this one, will be a winner.

## MICHIGAN

At last a qualifier within 8 hours of Lorain. The entire Penton team less Carl and Eric would go.

Uhl didn't show up. Unless Tom suffered mechanical difficulties the class championship was his.

Mike Hannon also stayed home. Jack should have had no trouble adding a first place to his score. Kevin and the King were there to get it on one to one. A lot hinged on Michigan.

At the end of the day one, it looked like a potential Penton sweep.

Ted and Dane led the 100 and 125 classes. Tom and Jack led the 175 and 250 classes. Gary Younkins was right behind Jim Hollander in the 350 class and Kevin was on Dick's tail in the open. A break or two on Sunday was all that was required and the breaks came . . . unfortunately they were all bad.

Ted held on to win the 100 class, but Dane crashed and went to the hospital. Don Cichocki, Penton was next in line and won the 125 class. That gave Don a win and 3 seconds. Dane had two wins and a third. His DNF meant he had to go to Oregon to win the National Championship. His injuries required stitches and lots of aspirin, but he was O.K.

Tom won the 175 class with an impressive score that left him third overall. The 250 class was another bummer. Jack lost time points at the first check, putting himself out of contention for the 250 win.

Jack's point loss was due to three specific areas:

1. He spent approximately 5 minutes a minor repair on the trail.

2. There was a long special test prior to the first check. Jack waited a full minute at the beginning of the check to insure a clear field.

3. The same general course had been ridden on day one. Jack, as well as the rest of the Penton team arrived at the day one check with 13 minutes to spare. Jack reasoned by riding his normal pace he would make the check, despite himself inflicted delays, easily.

He was wrong and lost points. The rest of the team made it, but with very little time to spare.

The 250 class went to Dane Hulse on an Ossa. Rick Weathersbee on a Penton were 2nd and 3rd.

None of the 3 figured in the 250 National Championship. Mike Hannon on the strength of one 1st and three 2nds had it wired. Unless . . . Jack went to Oregon and won the last two events.

The 350 class was won by Jim Hollander and Rokon. Gary Younkins was 2nd and Gary Edmond on another Rokon was 3rd. Jim was also the overall winner, giving Rokon a great deal to cheer about. It was their first ever overall win in a two day qualifier.

Kevin LaVoie came close to upsetting King Richard for the open win, and if it weren't for a poorly mounted coil he may have pulled it off. His special test time in the morning was faster than Dick's. However, Gold medals aren't won on ifs or ands, so Kevin registered a DNF and Dick had ridden 3 events and won the open class in all of them. Kevin had one 1st and three seconds. His score for National Championship honors was better than Dick's due to the



extra ride. Dick would also have to win Oregon to be the National Champion.

The Michigan trials proved to be a good one. Some arrows were torn down the second day creating mass confusion, but the club handled it well. Scores were adjusted and new time schedules issued. There were no complaints from anywhere.

The Michigan terrain provided excellent trails and special tests. Time schedules were a shade on the slow side, but as it often pointed out, that keeps a much greater number of riders happy and coming back for more.

## OREGON TRASK MOUNTAIN

The cycleliner left on Tuesday. Frank Gallo, Kevin LaVoie, Jack Penton, Dane Leimbach, Jeff Gerber, Rod Bush, Jeff Corra, Gary Younkens, Denny Vandecar, and Don Cutler. Already there were Rick Weathersbee and Jeff Hill.

From the West Coast they would be joined by Carl Cranke and Eric Jensen. The only riders missing were Tom Penton and Ted Leimbach.

Tom had the 175cc championship wrapped up and stayed home to ride a National Enduro. Ted had one more week of school. He would fly out for Bad Rock, but would miss Trask.

Also present was a full fledged movie crew. An "On Any Sunday" type film is being made called the chase. It's about a bunch of guys chasing the elusive dream ... Rick Burgett after the MX Championship for example. Not the champions themselves, but the guys trying to be champions.

Anyhow, Penton's quest of an ISDT Championship is portrayed through the Trask qualifier. Sure hope their film comes out, cuz our guys did a great job.

Dane needed the win and got it. He sewed up the 125cc National Championship. He beat Hercules factory rider Mike Deyo by 60 seconds. Phil Smith on a Husky was third and Honda factory rider Rick Munyon was fourth.

In Tom's absence, Bill Uhl won the 175 class by 45 points over Jeff Gerber. Third was Penton rider Tad Uzzle. Tad's a young rider that you're going to hear a lot from in the future. Glad he's on a Penton.

Like Dane, Jack needed a class win and he too came through. He beat Mike Hannon by 23 seconds. Rod Bush was third, 38 seconds back.

Jack's victory in the 250 class still left him a few points shy of the National Crown. He would have to duplicate his win at Bad Rock.

Kevin also came through with a must win as he and Husky rider Ken Maahs tied for first place in the open class. A silly error prevented Kevin from being alone in first place.

He shut off his cycle prior to the special test. When he re-started it, he neglected to turn on the gas. But that's a portion of the function of a qualifier. To find rider mistakes, correct them, and eliminate them from the actual ISDT.

Carl as usual won the 350 class. For Carl, that was 5 class wins in as many starts. Second place went to Gary Edmond on a Rokon, third went to Gary Younkens.

First and second place teams were once again Penton mounted.

13 Penton riders from the east rode Trask. They all got golds, not too shabby.

## BAD ROCK

Three National Championships would be decided at the last event.

Ted Leimbach, 100cc flew to Oregon. To date he had three class wins but was possibly behind on points. Most of the runs did not separate the 125 and 100 class. No one was 100 percent positive who had ridden what size bike and where. Ted ceded he would not take a chance. A good finish at Bad Rock would insure his National crown.

Jack had 3 firsts and a 7th, good for 68 points. Mike Hannon had 1 first and 3 seconds, he also had 68 points. It boiled down to whoever beat the other guy.

Kevin LaVoie had first and three seconds ... 68 points. Burleson had three firsts ... 60 points. Dick also flew to Bad Rock. The other classes were decided. The 125 belonged to Dane, the 175 to Tom, and the 350 was all Carl's.

The biggest share of the riders were not concerned with National Championships. For some it was one last opportunity to place high

and insure an ISDT slot. For others it was a chance to move from obscurity, and hopefully put them over the line that separated those that would go to Austria and those that would try again next year.

Ted came through with a clear cut win in the 100 class. In fact he placed third in the combined 100-125 class. Dane won the class by 53 seconds over Munyon. Ted was only 61 points behind a remarkable ride on a 100cc machine.

The 175 class went to Drew Smith on a Hercules. He beat second place Gerber by 21 seconds. Uhl was third.

Jack did it again in the 250 class and again was first overall. His score was 56 points ahead of second place Rod Bush and 59 points ahead of third place Vandecar. A Penton sweep in the 250 class.

The 350 class went to Gary Edmond. Carl gave up his Bad Rock ride to win the 125 class in the Baja 500. Jeff Hammond was second and Charlie Bethard was third.

The open class was a real can of worms. At the end of day one John Fero and Kevin were tied for the lead. Frank Gallo was 5 points back and Burleson was 17. Ben Bower was 6 points behind and Robert Misses was only three points behind.

The second day's special tests totally upset the previous day's results. Frank Gallo on a Penton ended up the class winner with Burleson second. John Fero ended up third and Kevin dropped to fifth. Burleson, as he always does when the pressure is on, rose to the occasion and captured the open class National Championship.

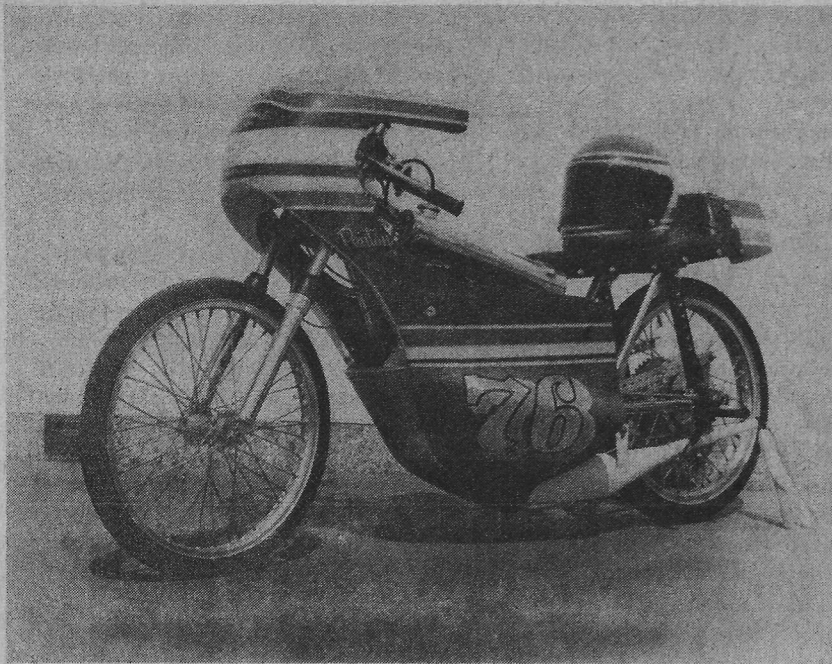
The team event again belonged to Penton.

The qualifiers for 1976 were over. They started in March and ended in June. They went from New Jersey to Texas, to Alabama to California, to Washington to Michigan to Oregon. Thousands of miles and thousands of dollars in pursuit of an ISDT berth.

On June 30th, selections to the ISDT team will be made, about 20 riders are shoo ins. The 10 or so additional slots will be filled by selecting from 50 or 60 hopefuls. The decisions will be based on this year's qualifiers and past ISDT performances. At best, the choosing will be difficult and will leave at least 40 riders unhappy.

Hopfully they'll be back next year.





## YALE CAMP TO ATTEMPT 2 SPEED RECORDS ON 175cc PENTON

### LA MIRADO, CALIFORNIA

Yale Camp has built a genuine fire breathing, full blown, Bonneville racer from a 2 year old Penton 175cc desert sled. In August he will attempt to set 2 class records at the Salt Flats.

We've seen Pentons used for enduros, motocross, hill climbs, flat track and just about any other type of competition you can think of. A world land speed record will however, be a first. Good Luck Yale, we're pulling for you.

### TWO DAY TRIVIA WRAP UP

Q. What brand of cycles had the most class wins?

A. Penton - 29, Rokon - 3, Hercules - 4, Yamaha - 4, Husky - 4, Bultaco - 4.

Q. Which brand of cycle won the most gold medals?

A. Penton - Count'em.

	NJ	FT. HOOD	CA.	ALA.	WA.	MI.	TRASK	BAD ROCK	TOTAL
PENTON	20	23	8	35	5	24	18	13	146
CAN-AM	6	1	1	1	1	5	2	1	18
HERCULES	3	6	1	7	2	5	5	5	34
HONDA	3	0	4	3	2	2	6	2	22
KTM	1	1	10	2	8	0	8	4	34
OSSA	4	3	0	7	2	4	5	5	30
MAICO	2	1	0	3	0	3	0	0	8
HUSKY	4	4	13	8	11	9	18	11	62
MONTESA	1	0	2	0	0	0	1	0	4
ROKON	4	4	2	3	2	3	4	2	24
YAMAHA	4	7	20	6	8	4	11	6	66
BULTACO	1	1	6	3	6	3	2	1	23
SUZUKI	0	1	0	0	1	0	2	0	4
KAWASAKI	0	0	0	0	0	1	0	0	1
HODAKA	0	0	0	0	4	0	1	0	5
JAWA	0	0	0	0	1	0	0	0	1
DKW	0	0	0	2	0	0	0	0	2
CYCLE UNKNOWN	0	13	0	0	0	0	0	10	23



## REPORT FROM THE WALTHER PENTON TEAM

The 1976 motocross racing season has begun - and the new bikes aren't here yet! There is PANIC among the troops, and a mad rush begins with each rider stealing parts from one bike or another to try to get the one he wants to ride in the best shape possible. Two 400cc Pentons were fixed up for Jerry Bumgardner and Dennis Bumgardner, two 250cc Pentons put together for Larry Welch and Wayne Walther, and Robin Bennett found a couple of bikes at the Bennett & Walters Cycle Shop that he could ride. A new member of the team, the number 1 mini-bike motocrosser, Shane Cox, will ride a 100cc Penton that we found enough parts to make.

April 11: Riverbasin Raceway - N.W. Iowa Motorcycle Riders, Inc., Spencer, Iowa. This was the first race for the team this year, and it was a cold and windy day, but the riders and bikes did pretty well in spite of a few mishaps. One 400 bike decided to quit for the day - making that rider very unhappy. Something happened to the brake on Wayne's 250 and it stuck on during the entire first moto, causing him to do some fancy front wheel landings over the jumps. Shane rode very well on the 100 even though it is quite different from the mini he is used to. He somehow got his foot caught by the foot peg coming down from a jump, and was slowed down a bit in the second moto by the painful injury. We did come home with a few trophies anyway.

April 18: Nob Hill Cyclers - Forest City, Iowa. This was the only race in District 22 for this day, Easter Sunday, and practically every motocross rider was there. The team did fairly well again, but did lose one rider for about a six week period. On the very first lap of the first 250 moto, on the downhill corner of a hairpin turn, Wayne and a few other riders all wanted the same line, and bikes collided, slid and tumbled every which way. Wayne somersaulted over the handlebars, flew through the air, smacked a tree with his left hand on his way by it - and just missed his father, who happened to be flagging at that particular corner. At first he thought his thumb was dislocated, but after some painful trying to pull and push it back into place, finally asked the first aid people to look at it. They

advised him to go to the hospital to have it x-rayed - so father took him to Mason City to the hospital, and the x-rays showed the thumb bone and lower joint badly shattered. This required an operation and a three day stay at the hospital. The rest of the team went on with the races. Robin also crashed and hurt his leg, but I can't describe the crash as he did his act out of my sight - over the hill and in the back part of the track. His leg was hurt painfully, but not broken - but it did cause him to DNF, and slowed him down for a few future races. Alan got a first in the 175 class, Larry a sixth in the 250 (Wayne's accident probably unnerved him a bit), but I didn't get the placings of the rest.

April 25: Rambling Wheels Cycle Club - New Hartford, Iowa. This was another cold, windy and very muddy day. The new bikes had come in on Saturday and all the team riders were under strict orders to take it easy on them. Alan Bumgardner caused quite a stir this time. He and his 125cc Penton were way out ahead of all the competition - but the spark plug cap came loose and the cycle stopped. So he got off the bike, put the cap back into place and went on to pass all the riders who had gotten ahead of him. This happened almost every lap of the first moto, and there were some mutterings in the crowd that he was doing it on purpose "to show off". But he came in third in the last lap. His bike was fixed between motos and he went on to win the second moto, giving him a second overall. He also got fifth in the 175 class. Larry came out third in the 250, Jerry third in the open, and the rest I didn't get again. Wayne worked on the bikes, one-handed, of course, took pictures of the other riders, and harassed the girls.

May 2: Upper Iowa Motocross, Good Times Valley - Decorah, Iowa. This started out to be a dusty race but the sky darkened and snow fell - enough to whiten the ground for a while and dampen the track. Alan rode both the 125 and 175 to a first place finish. Larry got his 250 moving and also got a first. Robin got second in the 100 class, Jerry second and Denny third in the open class. Wayne still acted as mechanic, grumbled about not being able to race, and harassed the girls.

May 9: Nob Hill Cyclers - Forest City, Iowa. This race day was windy, sunny and some warmer. There were around 195 racers there - not quite as many as the first race. Alan got a first in the 175 class, but only second in the 125. Larry was second in the 250, Denny second in the open. Wayne tried to sign up but no one would take his entry, or his money. He has his cast picked down so he can get his fingers around the handle grip, rides one-handed, but is not allowed to race that way. So he helped with the signing in, flagging, and still had time to harass the girls. No injuries for the team this time.

May 16: Rambling Wheels Cycle Club - New Hartford, Iowa. It is beginning to look as if the weather doesn't like motocross racing - this was another of those exceptionally windy, cold and wet days. It had rained steadily all night and day and the racetrack is close to the river. It was even muddier than the first race there this year. It is impossible to determine who any of the riders were after they had been out on the track for a minute or two. Alan's 125 wasn't working quite right and he decided not to race it for fear of damaging it. But he rode fast on the 175 and got a first place in that class. Larry came out first in the 250, and Denny first in the open class. Wayne had had his cast removed and a different kind of brace on his hand so he was allowed to race - but only if he promised that he would wait at the start and let all the others start ahead of him so no one would accidentally bump against that hand and do further damage. He kept his new 250 upright and passed those who slid and fell in the slippery mud, and came out with a fifth place for the day.

Sincerely yours,  
Mrs. Russell Walther

### JUST THOUGHT YOU'D LIKE TO KNOW!!

Senior Class rider John Penton has entered 6 National Enduros this year and has won his class in all of them.





Matt Weisman, our hospitalized editor is shown above during one of his better rides. Matt has several other notable tricks to his credit such as running into trees, and off embankments.



### NEW FROM HI-POINT

Now the finest boot dressing you've ever laid on your boots. It's a Mink Oil base from Hi-Point. We've gathered thousands of those little devil minks and have been squeezing the oil from them for several years. At last we have enough to sell.

Seriously, this is one product you have to have. You've paid a lot of bucks for your boots and leathers. Why not protect them, and make them last.

We've looked a long time for a product good enough for our boots. Hi-Point Mink Oil for all your leathers needs.

### THE BOOTS OF CHAMPIONS!

**FACT** - More Pro Moto Crossers wear Hi-Point boots than any other brand.

**FACT** - More Amateur Moto Crossers wear Hi-Point Boots than any other brand.

**FACT** - More Enduro riders wear Hi-Point Boots than any other brand.

**FACT** - We counted them and we know.

Pick up any magazine or paper and check the photos. You'll see familiar feet like Wienert, Smith, Kudalski, Croft, Hannah, Burggett, Burleson, Ellis, Karsmaker, Penton, Crank, and many more all wearing Hi-Point boots. You'll also see feet from Joe Average wearing Hi-Point boots. Why so many? They buckle and unbuckle easier than any other boot. Break in is minimal. In fact, you wear them the same day you buy them. Boot life is greater than any other boot we know of. Comfort is unmatched. Protection is maximized with padded ankles, steel plate in the sole, a padded tongue and a stainless steel plate to ward off flying stones. Of course there are many other reasons to wear Hi-Points. You'll discover them when you put a pair on. The pros wear the best ... Why shouldn't you?

### THE BOOTS OF CHAMPIONS!!!!



### PENTON CYCLES AND RIDERS SPLASH TO BLACK WATER 100 WIN!!!

Two years ago, promoter Dave Coombs used his E.S.P. talents to the fullest when he named his W. Virginia Cross Country Grand Prix, "The Black Water 100".

That's exactly what it turned into on June 20th. It rained before the event, and continued raining during the event. John Penton said, "I have never raced in wetter or muddier conditions. The 22 mile track was a mess to begin with and by the 4th and final lap had turned into a unbelievable quagmire. It was over the top of my engine a lot of times, and I went through a couple of holes that put water over the top of my tank."

Sound like a commercial? You bet it is. Penton Cross Country cycles were built to handle that kind of race.

Penton Cross Country cycle swept the B.W. 100 with wins in the 100, 175, 250, open and senior classes as well as the overall.

You don't have to be a good rider or even a serious one to own a Penton. We warn you though, you'd better like to finish.

### BURLESON TOPS LONESOME PINE

Jack went West to win the Trask Mountain Qualifier and Burleson stayed home to add another National Enduro to his long list of wins.

On his way to the win, Dick dropped a total of 5 points. Penton rider Tom Shaw was second overall with 7, and was awarded A Hi-Point Class winner.

Class Winners Were:

Tom Penton, A 200cc - Penton, 9 Points; Skip Olsen, A 250cc - Can-Am, 9 Points; Jim Slack, A Open - Penton, 9 Points; John Penton, A Senior - Penton, 16 Points.

Nobody knows for sure, the National Points spread between Dick and Jack. The AMA keeps this a secret until late in the year. Dick's already won four events to Jack's two, but Jack has 3 seconds. He's well within reach of the Enduro Crown that Burleson currently holds.



## PENTON RIDERS SWEEP 5 CLASSES AT POST NATIONAL ENDURO

April 4th, Post, Texas. Penton riders sweep 5 classes at the Post National sparked by Jack Penton's second overall losing to Burleson 998 to 999!! Jack reported the run was excellent and everybody had a great time at the Post Championship.

### PENTON WINNERS

- 100 A 2nd Jody Coker, 3rd Buddy Hutchison  
125A 1st Cliff Phillips, 2nd Kinki Koi, 3rd J. R. Horne????  
200 A 3rd Eddie Brasher  
250 A 1st Jack Penton, 4th Vern Street, 5th Perry Davis, 6th Jim Beckham  
Open A 4th Charles Roe, 5th Jack Moss  
125 B 1st Tom McKay, 2nd Jack Moss, 4th Larry Brotherton  
200 B 3rd Don Grimm  
250 B 1st James Watson, 3rd Wayne Haddock  
Open B 1st Marlin Duke, 2nd Len Faltyn, 3rd Paul Enos  
Powder Puff 2nd Laverne Phillips  
16 & Under 3rd Jay Lott  
200 C 4th Jim Redden  
Open C 2nd Steve Nosser

## BAD OIL IS BAD OIL!!

We have had some brand new engines returned to us for repair in bad shape by the use of inferior 2-cycle oil. We can't name the brand, but it is a very popular one. We recommend and have always recommended Hi-Point Deluxe 2-cycle Concentrate and if it doesn't sound like a threat, "insist that Hi-Point oil be used in our machines. They have grown up together for eight years and we've never had lubrication problems. Once again just because Joe Star says he wins with this type of oil doesn't mean he's going to fix your engine if you use it.

## HI-POINT CONCENTRATE PROVEN AGAIN

At the New Jersey Enduro six riders, whose names will remain anonymous, found out after the event that all the gas they used at the gas stops did not contain oil in the gas. The only oil in the gas was full tanks at the start with Hi-Point. The oil film retained lubrication through over 60 miles of New Jersey pines without seizure or bearing problems. The point was brought to light when a brand new machine was fed this gas and seized immediately!!!! There were a few red faces!!!!

## PHILLIP JAMES ROSS 15 YEAR OLD HARE SCRAMBLES ACE

Riding out of Hana's Cycle Service in Saegertown, Pennsylvania, 15 year old Phil Ross has been setting a hot pace on a 250 Penton with 1 first, 4 seconds and 1 fifth. Last year he tied for district 5 championship in the 175cc class on a Puch after only riding four events. Phil has been riding for three years and has collected 32 trophies at last count. When Phil turns 16 in September he plans on riding enduro's.

### FIRST NATIONAL ENDURO TO JACK PENTON

February '76. Jack Penton topped a huge field of riders to win the first National Enduro of 1976. Dropping only 14 points he beat a strong field of riders including, Burleson, Skip Olsen, Jim Fortune, Bob Brooks, Herluf Johnson and Poppa John.

The Bicentennial Enduro, hosted by the South Eastern Trail Riders was labled by many as, "the best enduro I've ridden in quite awhile."

## JACK WINS LITTLE HARPETH NATIONAL TO KEEP IN CHASE WITH BURLESON

Music City, U.S.A. Jack Penton scorched to a well won victory over Dick Burleson in his backyard to score his 2nd overall of the year and pull closer to Dick in their quest for the National Champion. Dick and Jack have now won all the Eastern Nationals between the two with Dick having three victories and Jack two.

The run was excellently laid out over 125 miles of prime Tennessee trails and creeks and was a real challenge to all the competitors. Dick Burleson took 2nd overall and Tom Penton came in 3rd overall on his 175.

Uncle John set a blistering pace in the Senior class winning his 5th straight victory in that class!!!

Ron Robolzi put in an excellent ride on his 175 Penton for 2nd in the 175 A class to Tom. Jim Slack took 3rd in the Open class.

The Little Harpeth was an excellent run and so far this year all the Eastern Nationals have been truly well run and well laid out. The next time Jack and Dick clash will be the 200 mile Little Burr National.

### LITTLE BURR TO VIC ELY

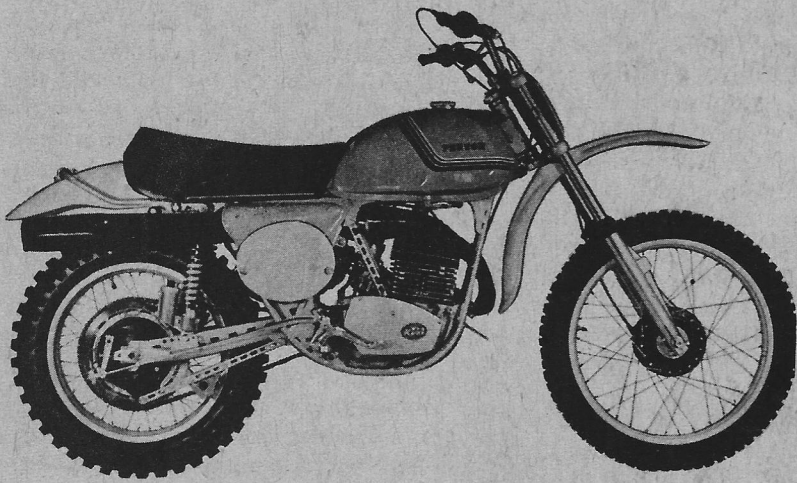
Honda mounted Vic Ely, after 3 hours of hassles, squabbles, and complaints, emerged as the winner of the Little Burr National. Jack Penton was initially announced as the winner but a request for a score check put him back to second.

The hassles revolved around several checks that were obviously off and as is usually the case several riders had different ideas regarding the problem solution. The promoting club in no way could satisfy everyone. There were enough solutions offered to make four different riders the winner.

Hats off to the club. They met, decided what they considered best, and stuck to their guns.



PENTON CROSS COUNTRY CYCLES  
FOR AMATEURS, EXPERTS, AND THOSE THAT  
ARE JUST PLAIN TIRED OF DNF/s



Dear Mr Penton  
I ride enduros and  
Hare Scrambles and al-  
ways used to wonder  
why so many of your  
cycles finished and  
ended up in the  
winners circle. Well  
now I know. I  
bought one.

It cost more than  
the bike I rode last

year, but I figure I've already made the dif-  
ference back in parts I haven't had to buy.

I rode the bike in 6 races and tore it  
down expecting to at least replace a piston.  
What a great surprise. I didn't even need  
rings. The frame breather must have a lot to  
do with that. It puts super clean air into the  
engine. Another savings was the way the bike was  
equipped when I bought it. I didn't have to  
replace one thing to go racing.

Anyhow Mr Penton. Thanks for helping me get  
out of the DNF column and win my first trophy.

A. Satisfied Customer.



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