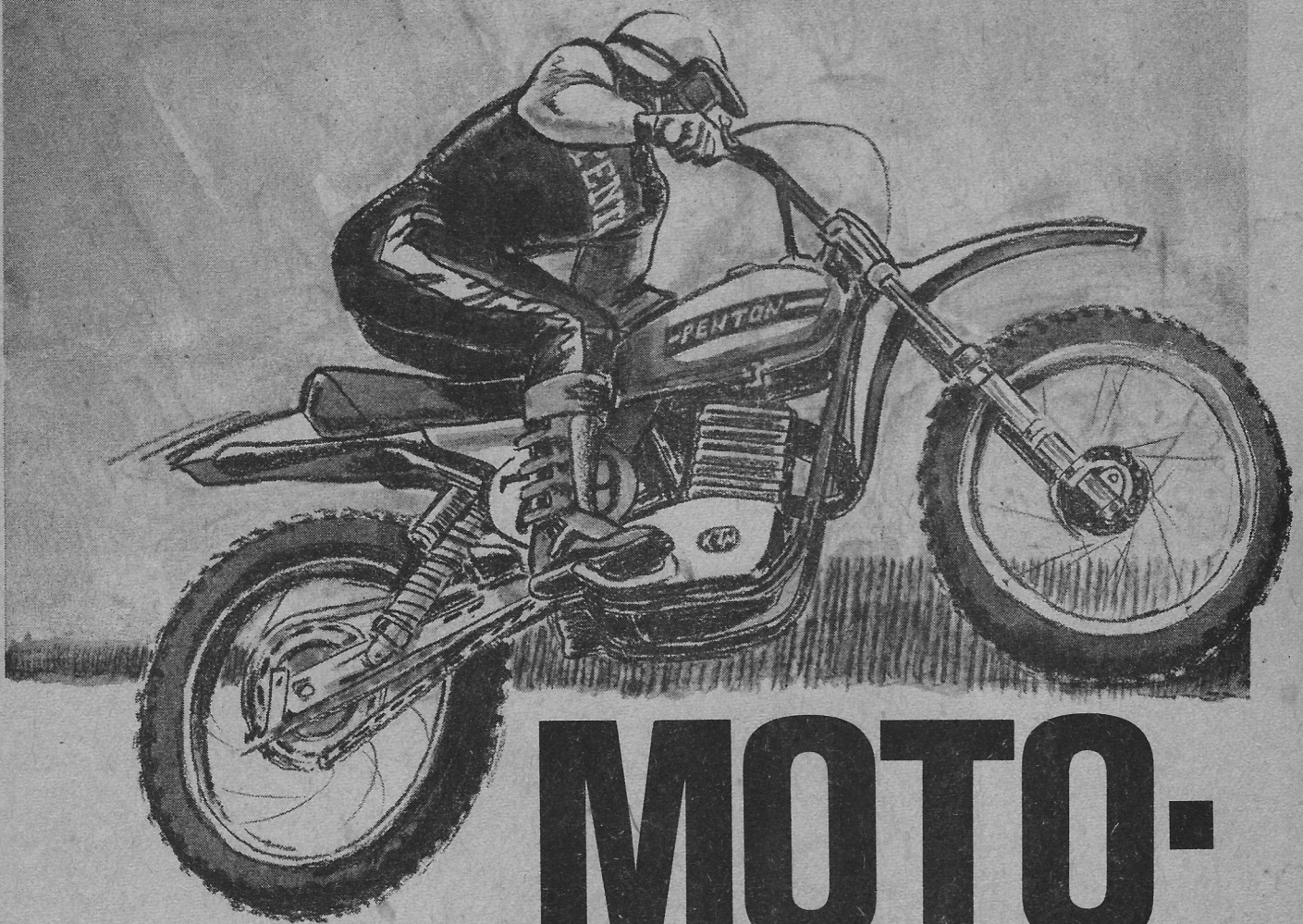


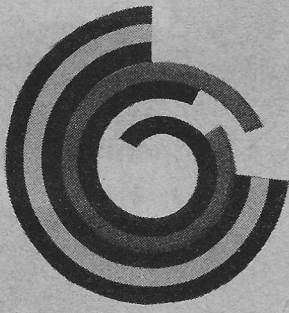
Keeping Track

The Penton Owners Monthly News Happening!



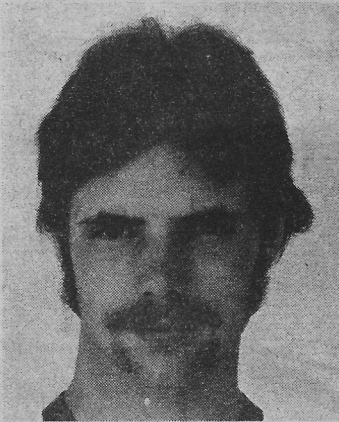
MOTO- CROSS

Moto-Cross star Frank Stacy in action at Mid-Ohio



51st International Six Days Trial

PENTON TO FIELD U. S. SILVER VASE TEAM AT THE 51st ISDT



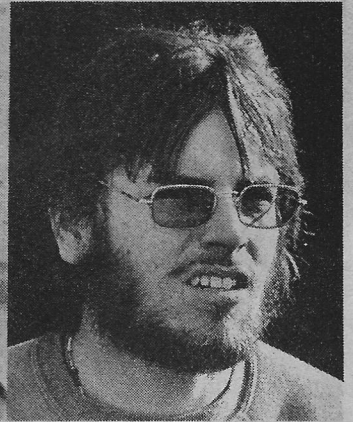
JACK PENTON



CARL CRANKE



TOM PENTON



DANE LEIMBACH

In Quest of the Gold



B. WEISMAN

For the first time in 5 years Penton will field a 4 man Vase Team and not the Trophy Team. In 1970 we fielded a 4 man Vase Team in Spain and have run the 6 man World Trophy Team for the past 5 years. In those past 5 years, with the exception of last year when Tom went out the first day, we have finished the entire team intact. We have, however, never been able to score higher than 4th in the trophy competition.

We feel that we have a better chance to come out a winner in the 4 man Vase competition this year by placing our very best riders in it. The Silver Vase Team will be made up of Jack Penton and Tom Penton on 250's, Carl Cranke on a 350cc and Dane Leimbach on a 175cc. All 4 of these riders have the depth and experience along with the skill to put the U. S. right on top of the Vase competition.

The U. S. Trophy Team this year will be a mixed team with two outstanding Penton riders on it. Kevin LaVoie on a 400 and Gary Younkins on a 350. The rest of the team will be Jim Hollander, Rokon; Mike Hannon, Bultaco; Bill Uhl, Hercules; and Lars Larson, KTM.

Penton riders make up almost half the U. S. contingent showing the Penton depth. The Penton riders who will make up manufacturer's and club teams are:

Rod Bush, Parkersburg, W. Va.

Frank Gallo, Lisbon, Ohio

Bill Geier, Metuchen, N. J.

Jeff Gerber, Amherst, Ohio

Jeff Hill, Macon, Ga.

Kevin LaVoie, Chepachet, R. I.

Rick Weathersbee, Sumter, S. C.

Gary Younkins, Hubbard, Ohio

Denny Vandecar, Lansing, Mich.

Eric Jensen, L. A., Calif.

Harry Heilman, E. Quoque, L. I.

Fred Cameron, Sacramento, Calif.

Don Chichoeki, Bethpage, N. Y.

Ted Leimbach who was 100cc class champion needs one more year before he is of legal age to compete in the ISDT.



Kevin LaVoie



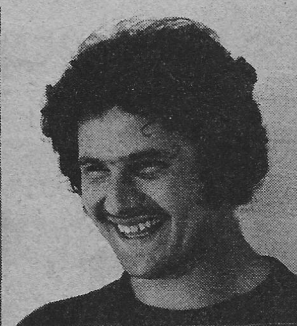
Gary Younkins



Rod Bush



Eric Jensen



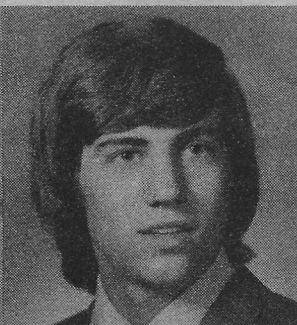
Frank Gallo



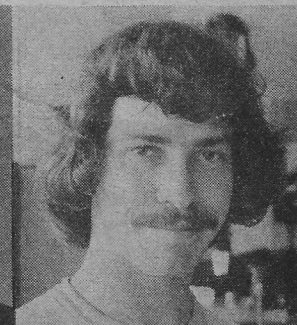
Denny Vandecar



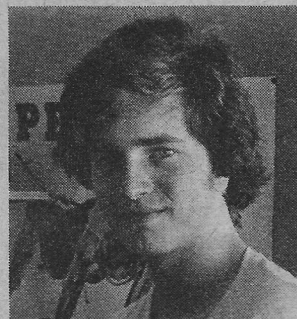
Jeff Hill



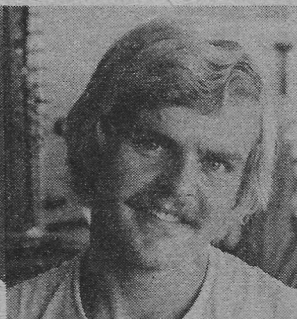
Jeff Gerber



Rick Weathersbee



Bill Geier



Don Chichoeki



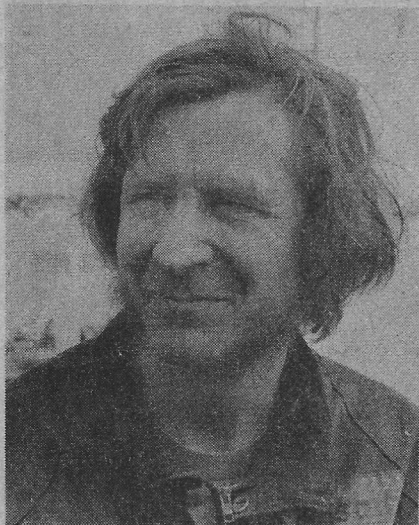
Harry Heilman

**OFFICIAL 51st ISDT
BUMPER STICKER**

A beautiful 23" long multi-color
51st ISDT bumper sticker is availa-

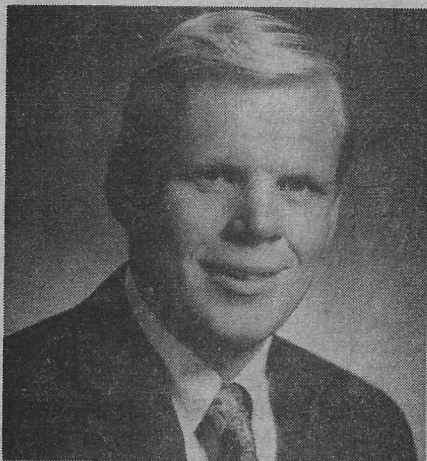
ble from Penton. Enclose \$1.00 for
51st ISDT. Mail to Penton ISDT
Sticker, 3709 W. Erie Ave., Lorain,
Ohio 44053.

DON CUTLER BREAKS LEG WILL NOT MAKE ISDT



Penton rider Don Cutler of Putnam, Connecticut broke his leg while helping put on a "C" riders' enduro in Connecticut. Don was all set for Six-Days and was looking forward to collecting his first Gold medal after several Silver and Bronze medal rides. We at Penton certainly know what a let down it will be for Don not to ride and wish him a speedy recovery.

JACK LEHTO TO BE VASE TEAM MANAGER



Jack Lehto will be the Team manager for the Vase efforts at the Six-Days. Jack was the manager for the winning U. S. Vase team in '73 at Massachusetts. Jack comes to us from Husky where he was general manager. Jack heads up our overseas operations with suppliers. He was with the Penton organization

for a year before going to Husky as General Manager when they went to their own distribution.

Jack brings many years of ISDT manager experience to the team. Larry Maiers who has been the team manager for the past 2 years is still actively involved in Six-Day rider development.

OSTERREICHRING TO BE SIX-DAY HEADQUARTERS



The 51st ISDT in Zeltwig, Austria September 20-25 will be held at the world famous Osterreichring Grand Prix road race course. It is tucked among the Austrian Alps that will be used by the Six-Day riders in their quest for Gold medals. The road race course will be used for the final road race special test.

'74 AND '75 ISDT FILMS READY

We have finally finished and put together the '74 Italian and 50th Isle of Man Six-Days into one 30 minute film that is available through Penton and Hi-Point dealers. If your club or shop wants to show it, have them contact Penton for availability.

HERE'S THE FILMS AVAILABLE FROM THE PENTON/HI-POINT LIBRARY

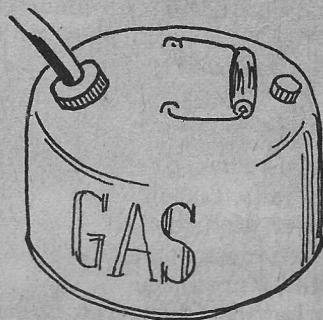
- '71 Berkshire Trials
- '73 U. S. Six-Days
- '74 Bad Rock Trials
- '74-'75 ISDT Trials
- '68 G. P. Moto-Cross
- Hi-Point Boots film Italy G. P., R. R., Trials, Speedway.

PENTON TO FILM 50th JACK PINE RUN

We'll have our trusty film crew of Matt and Barb Weisman and second camera man Larry "Fellini" Maiers zooming in on the 50th competitors. Be looking for the movie at your dealers in about a month and a half.



ARE YOU USING THE CORRECT GAS?????



It may seem like a simple thing, but the proper gas in your Penton is a must.

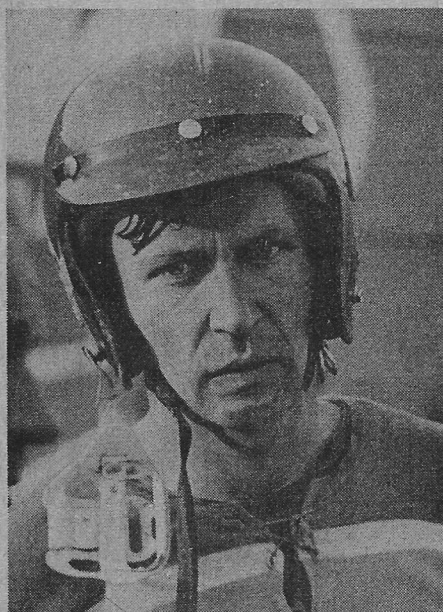
The confusion at the gas pump in recent months has seen many riders get the incorrect gas and go on to seize their machines and never know why.

The correct gas to use in your Penton is a fully leaded Premium gas of 95 octane or better. You can check the octane rating which must be displayed on the pump.

Many gas stations no longer carry premium Hi-Test but call their unleaded gas premium. Don't use unleaded gas as it is low in octane and could cause your machine to seize.

We recommend Sunoco 260 if available. Naturally mix it with Hi-Point Deluxe Concentrate.

MOISEEV LOSES WORLD TITLE BY 1 POINT



Guenady Moiseev the factory KTM rider lost his bid to repeat as 250 World Champion by 1 point!!

At the beginning of the year Heikki Mikkola on a Husqvarna shot off to a big lead as the Russian Team DNF'd with poorly prepared race equipment.

In the last 2/3rds of the season they switched back to stock equipment and started winning every week. Both Moiseev and Vladimir Kavinov held second at one time but could not overcome the early lead Mikkola had built up.

It was a successful season though with more Moto-wins for KTM than any other cycle and proves KTM has the power and handling to win the G.P.'s with relatively stock equipment.



Robin Bennett riding his new Carl Cranke built 100cc Penton-KTM made an impressive debut at both the Forest City and Charles City, Ia. District 22 June meets with a 1 & 1 at each track.

This bike is the new 125 Penton/KTM with Sachs 100 cylinder.

Robin, 16, rides for Bennett & Walters Shop, Mason City, Ia. and is a member of the Walther Penton M-X Team.

Rob says thanks to everyone at Penton for such a great bike.

WALTHER TEAM SWEEPS NOB HILL M-X

Russ Walther's Penton M-X Team out of Bennett & Walters Shop, Mason City, Iowa, won all classes at the District 22 June 27th meet at the Nob Hill Track, Forest City, Ia. With only 8 Penton (6 of the new M-X'ers) against a large field of Yellow machine the results were as follows:

- 100cc Robin Bennett 1-1
- 125cc Allen Bumgardner 2-1
- 175cc Allen Bumgardner 1-1
- 250cc Larry Welch 1-1
- Open Dennis Bumgardner 1-1

250cc world championship positions

	Spain	Belgium	Czechoslovakia	Poland	USSR	Yugoslavia	Italy	Britain	W. Germany	Holland	Sweden	Net points	Total points
1 H Mikkola, Finland (Husqvarna)	15+15	12+15	0+10	0+15	0+15	12+15	10+ 5	0+ 0	1+12	15+ 0	12+ 0	173	175
2 G Moiseev, USSR (KTM)	0+ 0	0+ 0	8+ 8	12+ 4	15+ 0	15+10	12+15	15+15	0+ 0	0+15	15+15	170	174
3 V Kavinov, USSR (KTM)	4+ 5	3+ 4	15+ 1	8+ 8	10+10	6+12	0+ 0	0+10	15+15	0+ 0	0+ 8	124	134
4 J Pomeroy, USA (Bultaco)	8+ 8	4+ 8	5+ 0	15+ 6	0+ 0	0+ 5	15+ 0	8+ 0	0+10	10+ 2	0+ 8		104
5 H Everts, Belgium (Puch)	2+ 6	10+12	0+ 4	0+ 0	0+ 0	0+ 8	0+ 0	12+12	8+ 5	8+10	3+ 0	95	100
6 T Hansan, Sweden (Kawasaki)	12+12	0+ 0	10+12	10+12	0+ 0	0+ 0	0+ 0	0+ 3	0+ 0	12+ 0	0+12	95	
7 A Ovchinnokov, USSR (KTM)	0+ 1	0+ 0	4+ 0	0+ 0	12+12	8+ 0	0+12	6+ 0	4+ 0	6+12	8+ 0	65	
8 A Baborovsky, Czechoslovakia (CZ)	0+ 0	5+ 2	12+ 5	0+ 5	0+ 6	4+ 0	0+ 0	10+ 8	12+ 6	0+ 0	0+ 0	75	
9 H Maisch, W. Germany (Maico)	10+ 0	8+10	0+ 6	0+ 0	8+ 8	5+ 0	8+10	0+ 0	0+ 0	0+ 0	0+ 0	71	
10 D Pean, France (Maico)	5+ 4	1+ 3	1+ 3	6+ 0	5+ 3	0+ 0	0+ 8	5+ 0	0+ 3	4+ 0	0+ 0	51	

H Andersson, Sweden (Montesa) 50, J Falta, Czechoslovakia (CZ) 48, R Bovan, Belgium (Montesa) 44, A Malherbe, Belgium (Suzuki) 33, H. Cartquer (Ossa/Kawasaki) 32, J Robert, Belgium (Puch) 21, U Palm, Sweden (Husqvarna) 20, R Dieffenbach, W. Germany (Kramer Maico) 19, G Myers, GB (CZ) 18, M Halm, Czechoslovakia (CZ) 10, R Hooper, GB (Maico) 10.

FALL NATIONAL CHAMPIONSHIP ENDURO SCHEDULE BEGINS

The National Enduro Championships series has begun with the running of the 100 mile Rock Run in Macungie, Pa. August 15 and will get into full swing with the 50th Jack Pine September 4 and 5.

At this point in the standings Dick Burleson is still in the lead with Jack Penton second. Both riders will miss two Nationals while at Six-Days.

Skip Olsen won his first National of the year with a good ride at the Rock Run. Herluf Johnson was second and Jack came in fifth. Dick

DNF'd his first run. Here's the remaining schedule:

- Sept. 4-5 Jack Pine, Mich.
- Sept. 19 Alpine, N.Y.
- Sept. 26 Columbia, S.C.
- Oct. 3 Evansville, Ind.
- Oct. 10 Odessa, Tex.
- Oct. 24 Tallahassee, Fla.
- Oct. 24 Oakland, Calif.
- Oct. 24 Potosi, Mo.
- Oct. 31 Eureka, Calif.
- Oct. 31 Cadiz, Ky.
- Nov. 7 Crescent City, Calif.
- Nov. 14 Tulsa, Okla.



For you Penton freaks we have some super boss truck or van decals. In red, white and blue they'll see you coming a mile away. Made of durable vinyl and guaranteed for 5 years. Both left and right side decals available.



FRANK STACY "NEW PENTON M-X STAR"

Frank Stacy of Cheetowaga, N. Y. has been setting a fast pace on the comeback trail. In 1974 Frank was the 8th ranked M-X rider in the nation but was out for a year. This year he's teamed up on the new Penton Moto-Cross and has set a fast pace in the 250cc support classes. At the Unidilla and Castle point races he swept to easy 1-1 moto wins. At the 125 G.P. he was 2-2 to Rick Burgett.

Frank is an extremely smooth

rider and an excellent mechanic doing all his own tuning. He has DNF'd once due to a broken chain. He will be racing both 250 and 400 Pentons in Nationals and the upcoming Trans-AMA. His father is a Penton Dealer in Buffalo, N. Y., Dean's Transmission.

Be Looking for Frank at your area Nationals and Trans-AMA. You'll be hearing more from this young comeback rider.

PIASECKI BROTHERS BLITZ DISTRICT 12 SERIES



Jimmy Piasecki and Kevin Piasecki put it on the troops in the District 12 Amateur Qualifier M-X series. Jimmy won the open class series on his new 400 and brother Kevin was second in the 250 series.

Jimmy Piasecki is also a first class enduro-trials rider with several ISDT medals to his credit. They help run the popular dirt bike shop Piasecki's of Toledo in Ohio.

SETRA STANDINGS SEE PENTON RIDERS SCORE WELL

The Southeastern Enduro and Trail Riders Association banquet was held in Atlanta to honor the top Enduro riders in the SETRA '75-'76 standings. Penton rider James Gravitt was A Class Champion on his Penton. James is from Dalonaga, Ga., and rides out of Motosport. Third in "A" class was Calvin Martin and sixth was Max Kidd.

In the "B" class Don Gravitt was fourth. Martin Tabacchi and David Check were third and fifth in the "C" class and Tom Hoyt was third in the senior class.

SOUTHWEST PRO'S SETTING FAST PACE ON NEW PENTONS



If you're running the Southwest pro circuit you certainly know these riders. Gene Durham, Bobby Pickard and Ricky Kidd. They are all on New Penton Moto-Crossers and have been winning every week.

Bobby Pickard was picked by Cycle News West as one of the new outstanding Moto-Crossers and a young man to watch. Ricky Kidd took the San Antonio 125 National 250cc support class with a 1-1 sweep.

Gene Durham of New Mexico is leading both the 250 and open Texas Moto-Cross championship series and looks hard to beat. It looks like more pro's in the mold of Stackable and Howerton are on their way. They sure make 'em fast down there.

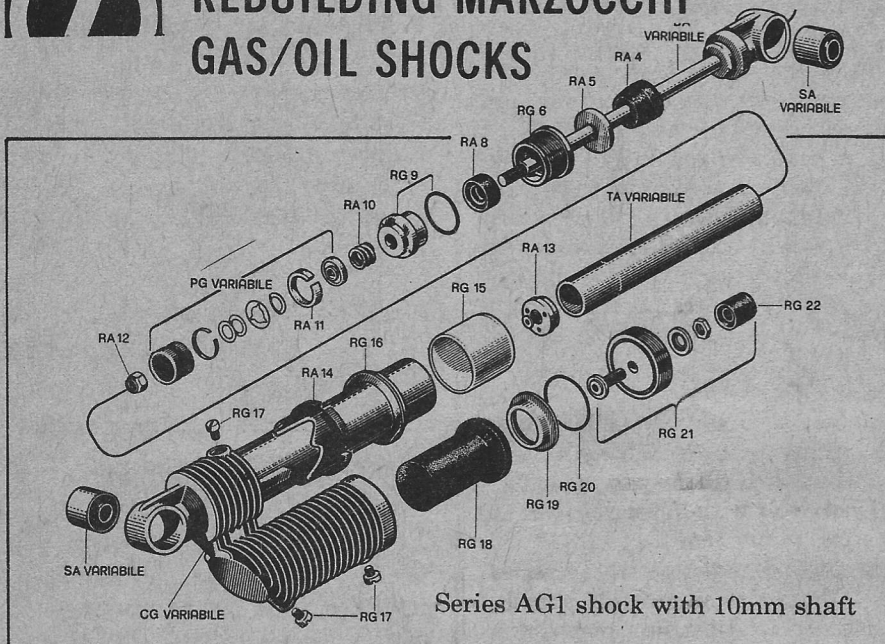
We failed to mention some Penton riders who did well at the Little Harpeth. One was Mike Binkley who was third 125 "A" on a 100cc Penton. Quite a ride for Mike.



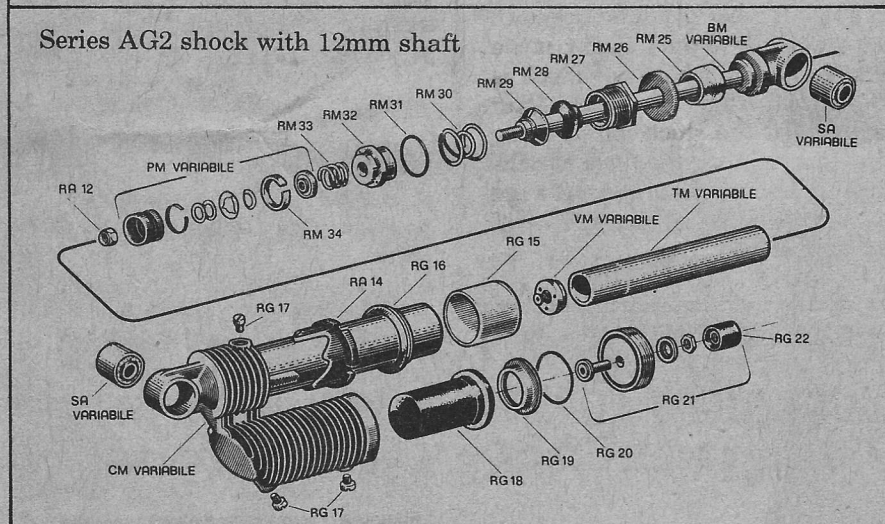


marzocchi

REBUILDING MARZOCCHI GAS/OIL SHOCKS



Series AG1 shock with 10mm shaft



Series AG2 shock with 12mm shaft

Standard equipment on all late model Penton motorcycles, and available thru Hi-Point Accessories as a replacement rear shock for other brands of motorcycles, is the exceptionally performing Marzocchi gas/oil shock unit. Designed for strenuous off road competition, the Marzocchi is a shock of twin tube design which incorporates a remote oil reservoir for better oil cooling and an air chamber separated from the oil by a flexible diaphragm to prevent shock fade due to oil foaming.

These Marzocchi shocks are presently available in two types. The first is the Series no. 3 shock with 10 mm diameter dampening rod designed for use in conventional shorter travel rear suspension applica-

tions where the shock is to be mounted in an up and down position. The other type is the newer Series no. 4 shock with 12mm diameter dampening rod and firmer valve dampening for use in long travel rear suspension applications where the shock is to be mounted in cantilever or laydown position.

Worn shocks can be rebuilt by having them sent to the Penton Service Department, or the owner may choose to rebuild the shocks himself by following these instructions and ordering the replacement parts necessary from their Penton/Hi-Point dealer. In most rebuild situations only the dampening rod oil seal needs replacing. Also, Series no. 3 shocks can be updated to Series no. 4 specifications

by the installation of the Series no. 4 dampening rod assembly.

It is advisable that new Marzocchi shocks have their oil changed before use to prevent possible seal wear from metal particles which may have been left in the shocks during manufacture. New or rebuilt shocks should also have their exposed dampening rods oiled before the shocks are ever compressed. This prevents the lips on the dampening rod's oil seal from being pushed inward and allowing some shock oil to leak out.

1. Mount the shock assembly in a vise and bleed the air out of the reservoir assembly with the dampening rod compressed down into the shock body.



2. Using a suitable size crescent or open end wrench, undo the top of the shock on the main body and screw out the complete dampening assembly.

3. Remove the cap on the reservoir body with a special pin wrench. This wrench will have to be made, or as a temporary measure two drill bits of same diameter as the pin holes in the reservoir cap may be inserted in the pin holes and a screw driver used as a turn handle to unscrew the reservoir cap. (It may prove to be a little more difficult, but rebuilding the dampening assembly and changing oil can be accomplished without having to remove the reservoir cap. The oil drain screws located on the reservoir body should allow most of the oil to drain out).

4. Use an 11 mm socket to remove the end nut off the dampening shaft to remove dampening parts and seals. Make note of the order in which the parts are disassembled.

5. Clean all parts to be reused in solvent or gasoline. Use hot water to

wash off parts cleaned in solvent, then dry all parts thoroughly.

6. Check the foot valve on the bottom of the inner tube body to see that it is sealing properly. Blowing on one end and then the other will verify that the valve is opening and closing.

7. Reassembly: Install spring adjusters and collars on bodies first before assembling any other parts.

8. Replace seals and other worn or damaged parts, then reassemble them on the dampening rod.

9. When reinstalling the dampening parts on the dampening rod, be sure that the spring washers aren't hung up on the shoulder of the collar they go around. Slip over the dampening piston and hold it down by hand against the spring pressure as the nylon lock nut is lightly tightened down.

10. Reinstall the parts in the reservoir body and tighten down the reservoir cap. Remove the top oil bleed screw on the reservoir body for refilling the shock with oil.

11. The shocks will now be filled with oil. Use the thinnest good quality shock oil possible.

We recommend the new Hi-Point LTS* type B, 5 w oil specially made for Marzocchi shocks. If not available, use a good 5 weight hydraulic oil like Bel-Ray 45.

12. First install the inner steel tube in the shock and fill it with oil.



13. Partially install the dampening rod assembly in the steel inner tube and begin filling the remainder of the shock body with oil. The shock body should be positioned in a vise so that the top bleed screw hole in the reservoir is the highest point of the reservoir. This will be about a 60

or 70° angle to the ground. This ensures that no air will be in the reservoir. When filling, the oil should come to about 1/4" up on the shock top threads.

14. Screw in the bleed screw and tighten down the dampening rod assembly into the shock body with the dampening rod fully extended out. As the dampening assembly cap is tightened down into the shock body, oil will be displaced and seep out at the threads. This is how it should be done, because the object is to have no air mixed with the oil inside the shock.

15 Check to see that shock body top, reservoir top and bleed screws are tight, then fill the gas portion of the reservoir with air or nitrogen at 29.4 lbs. or 2kg/cm².

Because dampening in the Series no. 4 Marzocchi shocks is extremely firm for LTR suspension, pressure in the gas chamber of the shock isn't strong enough to push back out the dampening rod when the shock is compressed. This is normal. After assembly of the shock or washing off of the motorcycle with shocks installed be sure that the shafts are kept lightly oiled so the seals will work properly.

TIRED OF SEEING OTHER PEOPLES PICTURES AND NAMES IN "KEEPING TRACK"?

We'll send us some photos and stories of yourself or race wins. We can't possibly find every Penton riders victory or know how an event went if you don't let us know.

Mail to "Keeping Track"
3709 W. Erie Ave., Lorain
Ohio 44053

LTS* RECOMMENDATIONS

Type A (Amber Color)
5W-20 is for all Ceriani front forks in temperatures above 50°. Both straight leg and new forward axle.

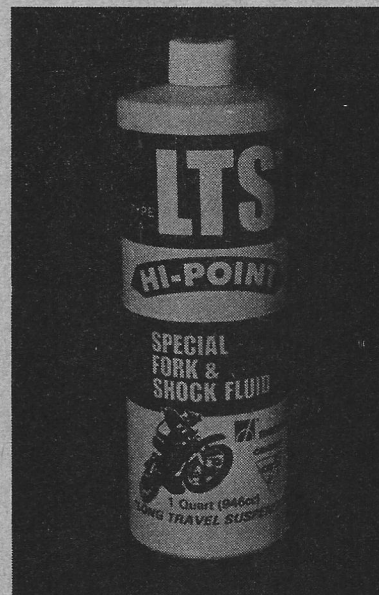
Type B (Blue Color)
5W-10 is for all Marzocchi forks and shocks. For all shock absorbers. For Ceriani forks below 50°.

NEW LTS* SPECIAL FORK & SHOCK FLUID JUST RIGHT FOR THE NEW MARZOCCHI & CERIANI FORKS AND SHOCKS

We blended this new fork fluid of special synthetic diesters with special lubricity, anti-foam, anti-wear, seal, rust and corrosion additives. It was made for the new long travel suspensions.

It has been tested thoroughly by the Penton team and has really performed in Marzocchi and Ceriani forks and will improve Marzocchi and Koni shocks when used to rebuild them.

It comes in 1 quart bottles in two weights.





Frank Stacy on the 250.

GETTING AN EYEBALL ON THE NEW PENTON MOTO-CROSSERS

They have been trickling in from Austria very slowly, but, your dealer should have one by now and hope you've gotten a chance to see one on his floor or at a Moto-Cross.

THE ALL NEW PENTON 125cc MOTO-CROSS

The new 125 Penton is new from the ground up. The new Penton/KTM engine features Magnesium engine cases. A six speed transmission and the powerful Penton/KTM cylinder putting out a maximum 26 H.P.!! The carburetor is a 33mm Bing. The expansion chamber is really tuned to the power of the engine and is neatly tucked out of the rider's way. The 125 uses the same basic cases as the 175, 250, and 400 but features small gears and a smaller tighter clutch. The ignition is a mini external Motoplat with a 35 watt lighting coil incorporated.

The frame is all new and made of chrome moly steel. A new steering head and new G.P. shock mounting set it off. The swing arm pivots on needle bearing in an oil bath allowing no flexing in the rear swing arm.

The Moto-Crosser features a new air filtering system with a Twin Air Filter. The rear hub is the magnesium conical hub used on our larger bikes and are laced to Sun rims or Akront shoulderless. Metzeler/Hi-Point tires are fitted front and rear.

The rear shocks are Marzocchi rebuildable pneumatic shocks that are proving very, very popular and are in the M-X position giving almost 9" of rear wheel travel.

Up front are those fabulous forward axle forks. They are either Marzocchi or Ceriani and have magnesium sliders. These new forks give 220mm of travel and will make the roughest bumps smooth out. These identical forks are being used on many G.P. works machines this year. A full width magnesium hub is used up front.

New styling on the tank, side panels and a new G.P. seat with integrated fender with orange color scheme make the new Penton 125 M-X a really neat package. The machine comes in at a very competitive 200 lbs. and should raise a lot of trouble in the 125 class this year.

NEW PENTON CROSS-COUNTRY SPORTCYCLES NOW FEATURE THE MAGNESIUM FORWARD AXLE FORKS.

With the fabulous success of the new Forward Axle long travel forks, we have now incorporated them on the new Penton Cross-Country machines. If you're thinking of a new enduro machine for this fall and winter racing season be sure you

check out these new Penton's. Almost 1/2 the entries in the Six-Days Trials will be Penton/KTM Cross-Country sportcycles so you know you're getting the very best. The new front forks will give you 220mm of travel almost 9" and that combined

with the Cantilver rear will really get you through the rough with ease.

Stop down at your Penton dealer and get a good close look at them. 125cc, 175cc, 250cc and 400cc sizes are available.



Kevin LaVoie had great success in the qualifier trials with the new forward axle forked Penton.



carburetion system.

We have now concluded all testing and adaptations. This takes considerable time so I can only say that conceivably we could have Lectron on all 1977 models.

We will have the Lectron carb available for all Penton models in our accessory line.

LECTRON CARBURETOR

As many of you know, we are now installing the Lectron carb on some models, and also jetting this carb for conversion on all makes of off-road cycles.

For the benefit of those Lectron carb users we want to give you an

idea of how to carry on the tuning of this carb.

At last we have a carb without the need of a box full of jets.

With the Lectron, after the metering rod selection, there is only one internal adjustment. That adjustment being the metering rod. Below is a very simple and self explanatory way that the metering rod is adjusted.

Many of you have probably seen the cover page and article in the August issue of *Popular Science*. I am referring to the new solid fuel metering carburetor by Ford Motor Company.

Penton is real proud to announce that again we are first in the motorcycle industry with this type of carburetion.

Lectron Carburetors is now supplying us, and we are now fitting their carburetors on some of our production models.

New precision technology has made possible the productions of the metering rod system that has been needed for the past forty years to make this concept in fuel carburetion possible.

Penton Imports has been working with Lectron carburetor for the adaptation and testing of this new carburetor system and we can only praise the results.

There are many advantages to the new Lectron carburetor. To date we have found **no** disadvantages.

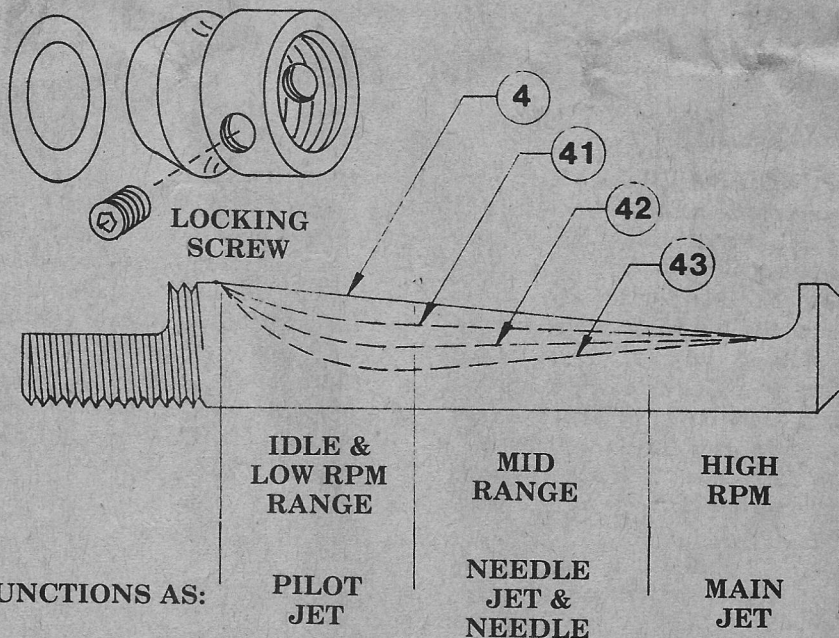
Number one, advantage to date is improved lower and mid range performance. Number two, definite increase in fuel mileage, between 20% to 30%. Number three, no more fuel leakage and slobbering all over the engine. Number four, and most valuable for future. Fuel emissions in the low and mid range have been reduced by 50%. Thus, possibly enabling us, with further refinements to meet the future emission standard for '78.

We are very enthused over this carburetor and you can be sure that as soon as feasible we will supply all new productions with this carb. It takes many long hours and much riding and testing to go to a new

LECTRON TUNING INFORMATION

EXAMPLE: METERING ROD

"O" RING SLIDE INSERT



IDLE ADJUSTMENT: By turning metering rod in or out — one (1) turn in to richer idle, one (1) turn out to leaner idle.

LOW RPM RANGE ADJUSTMENT: Same as idle also a half turn adjustment possibly by removing slide insert screw, rotating side insert 180 degrees, then bring flat surface of needle back or forth 180 degrees and reinsert locking screw.

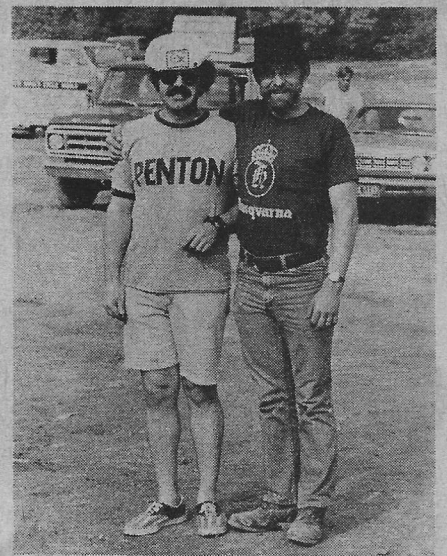
MID RANGE ADJUSTMENT: Changing needle to different no. the second number of the two numbers determines richer or leaner mid range turning. No. 4 needle leanest; 43 Richest.

TOP END (HIGH RPM): Adjustment by changing first number of needle; eq: No. 2 needle leanest; No. 4 needle richest.



TOP INDIANA RIDER—Ken High (second from right) of Cayuga, Ind., was in Lawrenceville Sunday at the Southern Illinois Cycle & Auto Sales, Rt. #1 South after being named the top moto-cross rider in the state of Indiana. He did all his racing on a 175cc Penton, which he bought from the local firm. Pictured are the 19 trophies he won in 1975 out of 19 races. A 20th race, he said, offered no trophy, for it was for semi-

pro riders. Melvin McCullough, the shop owner, thought it would be good to get some local dignitaries down to honor High, and they were (from left): Dick Carie, representing Lawrenceville National Bank & Trust Company; Benny Cochran, insurance agent; Roscoe D. Cunningham, state representative; and Mayor Francis Perkins. McCullough is at right.



TRIVIA PICTURE of Larry "Greaseball" Maiers (left) and Penton dealer Dallas York. "Greaseball" should be considered dangerous at Enduros as he is always lying in the trail somewhere around 20 miles out. He has been known to cause top riders to lose concentration with his grin.



New Orange and White Penton race jerseys are now available from your dealer. They are the vented style and are the new Penton Team colors. Penton is on the front and arms with a plain back.

KEEPING TRACK SUBSCRIPTION NOTICE!!!

MR. MOTORCYCLE 12-74
 111 FAST AVE.
 MOTOVILLE, OHIO 12345

If the date beside your name on the address on your "Keeping Track" is 12-74 or back you will no longer receive "Keeping Track". If you wish your subscription continued cut out your name and address or send your name and address with zip code and mail to "Keeping Track", 3709 W. Erie Ave., Lorain, Ohio 44053.



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

It has always seemed to be a trend that motorcycles, for serious enduro use, follow the basic designs of those motorcycles being ridden in moto-cross. The attributes that make a bike competitive in moto-cross (good geometry, balance, suspension, light weight, and good power) also generally are what makes a motorcycle that gets through the woods quickly.

The enduro bike-follows-moto-crosser trend causes problems, to be sure, and one is that enduro bikes have ended up with engines in a quite high state of tune. Engines that are producing more power per CC are usually more temperamental, with reliability and wide power band sometimes sacrificed. It becomes important to "tune the engine" for specific atmospheric conditions, that is, rejetting of the carburetor becomes frequent. If the engine is running too lean, high temperatures can cause piston seizure, if too rich the bike runs poorly, especially at low RPM's, causing the powerband to become much narrower, thus the feeling of "peakiness". On some bikes, this is a very touchy situation. The enduro rider is faced with the situation that changing atmospheric conditions that occur during the day while he is riding, caused by riding in different altitudes and temperatures, can hardly be compensated for during the event. On the other hand, the moto-crosser can tune before, during, and after practice, and between motos. And of course altitude changes on a

moto-cross course is hardly a significant factor.

We have been working on our Penton Sport-cycles to relieve the problems the enduro rider faces with carburetion. The following is our current recommendations:

Gasoline/oil:

Increased power has resulted in higher cylinder temperature, and the occurrence of engine destroying detonation (pinging) has become common. The first thing to do for pinging is to make sure gasoline octane is high enough. Of course the use of premium fuel is a must, 95 octane or higher if possible. But here comes the trickier: gasoline octane goes down with the addition of oil. For this reason, we are presently using less oil in the gas. We run one can Hi-Point concentrate to 7½ gal. gas (60:1). That is 2.2 oz. per gal. or 10.7 oz. per 5 gal. (Note: It has been found that the most common vessel for measurement, the Baby Bottle, can be inaccurate from 10 to 15%. On ours, 10 Baby Bottle ounces equals 11 real ounces.)

Compression:

We have found that lowering the compression can relieve detonation without appreciable power loss. We recommend sending cylinder heads to Penton Imports for machining. (125, 250, and 400). Note: Many 125's had the compression lowered before delivery. Check for machining marks on cylinder dome to see if work was done.

Carb settings currently being used. (A guide line, please; not to be taken as a sure thing for all engines).

400:

Pilot jet: #35
Needle jet: #283
Main jet: #175 or 180
Standard slide and needle; needle position "middle" or "rich".

250:

Pilot jet: #35
Needle jet: #283 (sometimes #280)
Main jet: #165
Standard slide and needle; needle position "middle" or "lean".

175:

Pilot jet: #35
Needle jet: #276
Main jet: #150
Standard slide and needle; needle position one of two middle settings.

125:

Pilot jet: #35
Needle jet: #276
Main jet: #160
Vaporizor: #40-404
Slide: #53
Needle: #1 three position as is found on the 36mm Bing carb, cut down special needle position: middle.

Notes: If while riding pinging occurs, it is important to change throttle position, usually by backing off, so that pinging does not continue.

New style carburetors will be coming on the motorcycles, I understand. As I have not even ridden a bike with one of these new carbs, I can not guess what, if anything, may be needed to be done to them.



Enclosed is a picture of Cayley Sharp, John Wilson, and Ron Knight of Nashville Foilage. These guys came to our store in May looking for a good two cycle oil for their weed eaters. As you can see they are using a good quality product!

I thought you would get a kick out of one of the many uses we have found for Hi-Point Oil. These guys refuse to use anything else but Hi-Point in their work.

We even put the Hi-Point stickers on their tractors!

Have a nice day, remaining:

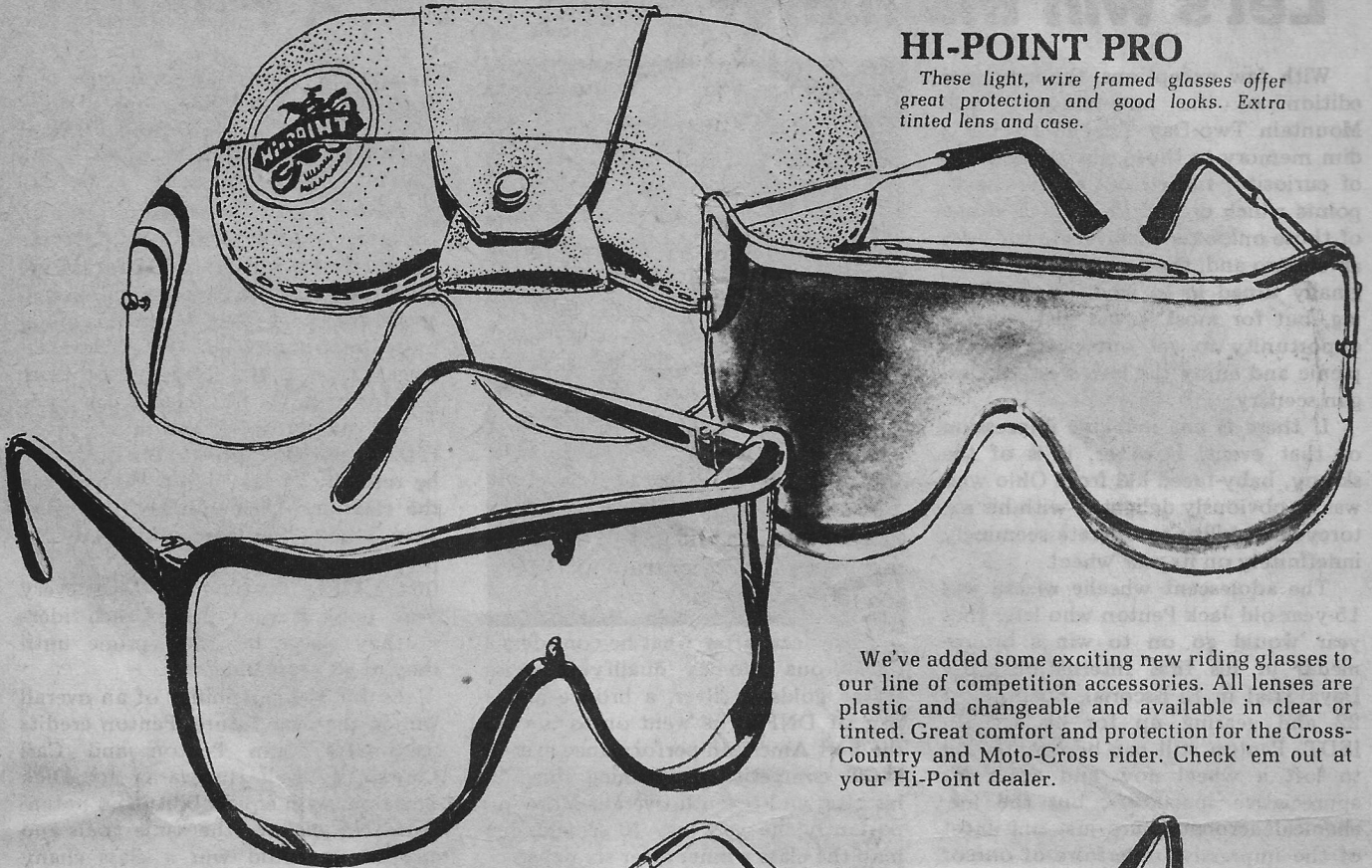
Sincerely Yours,

Troy Malone
Malone's Cycle Shop, Inc.

NEW RIDING GLASSES FROM HI-POINT

HI-POINT PRO

These light, wire framed glasses offer great protection and good looks. Extra tinted lens and case.



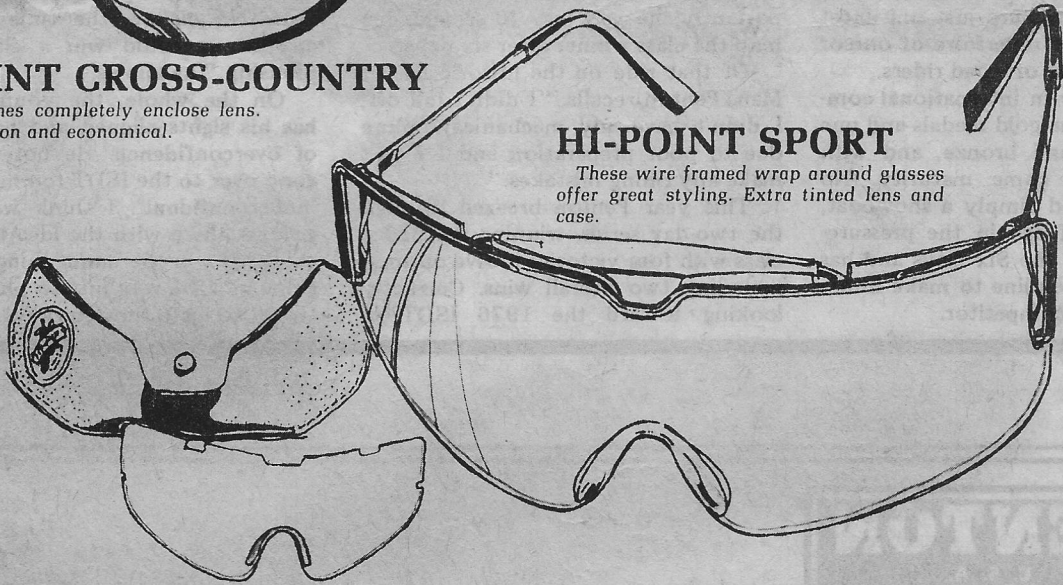
We've added some exciting new riding glasses to our line of competition accessories. All lenses are plastic and changeable and available in clear or tinted. Great comfort and protection for the Cross-Country and Moto-Cross rider. Check 'em out at your Hi-Point dealer.

HI-POINT CROSS-COUNTRY

Plastic frames completely enclose lens. Great protection and economical.

HI-POINT SPORT

These wire framed wrap around glasses offer great styling. Extra tinted lens and case.



NEW LINE OF HI-POINT PLASTICS BY FALK

Check out the complete line of Hi-Point plastic products by Falk. Front fenders for universal, Husky and Penton. Rear fenders for Penton, Husky and Bultaco. Side covers for Penton and Maico. Husky air boxes. Penton chain guards. Falk combines great styling, with economical replacement. See your Hi-Point dealer.



The Dirt Champion front fender is extra wide for complete protection. Universal in Yellow or White.



East: 3709 W. Erie Ave., Lorain, O. 44053
West: 9604 Oates Dr., Sacramento, Ca. 95827
Central: P. O. Box 2327, Amarillo, Tx. 79105

'Let's win the damn thing'—Jack Penton

With few exceptions, the inaugural edition of the now-famous Trask Mountain Two-Day Trial in 1971 is a dim memory to those who, largely out of curiosity, turned out at the checkpoints which dotted the course. Some of those onlookers had previously seen an enduro and, thus, were at least marginally tuned in to what was happening, but for most it was just another opportunity to get outdoors, have a picnic and enjoy the lush western Oregon scenery.

If there is one indelible impression of that event, however, it is of the skinny, baby-faced kid from Ohio who was so obviously delighted with his motorcycle's ability to operate seemingly indefinitely on its rear wheel.

The adolescent wheelie wizard was 15-year-old Jack Penton who later that year would go on to win a bronze medal in his first International Six Days Trial in El Escorial, Spain. Now 22 and gearing up for his seventh ISDT, Penton still can be counted on to loft a wheel now and again for appreciative spectators, but the mechanical acrobatics are just one facet of the impressive repertoire of one of America's premier off-road riders.

Penton's tally in international competition lists four gold medals and one each of silver and bronze, and with experience has come maturity. No longer considered simply a showboat, he has come of age in the pressure-packed arena of the Six Days and has acquired the discipline to make him a true world class competitor.



Last year, after what he considers a disastrous two-day qualifying series (three golds, a silver, a bronze and a pair of DNFs), he went on to turn in the best American performance ever in ISDT competition, finishing third in his class and seventh overall. More importantly, he was just 40 seconds behind the class winner after six days.

Of that ride on the historic Isle of Man, Penton recalls, "I didn't fall off, I didn't have any mechanical failure due to poor preparation and I didn't make any riding mistakes."

This year Penton breezed through the two-day series, winning the 250cc class with four victories in five outings, including two overall wins. Currently looking toward the 1976 ISDT in

Austria, he exudes the confidence of a potential overall champion: "Right now, I think I'm considered a threat and I'm going over there to be in the hunt!"

Penton's attitude is bound to be an advantage in that regard. "I don't ride the event just for the thrill of it; to me it's a challenge. I try not to get excited about the event itself. My goal is much more important than that. The challenge to me is the head-to-head competition with the Europeans," he says.

But simply doing well in any given ISDT is not the ultimate for Penton as he reflects, "I just don't want to win the class and then quit the following year. I hope this year adds to my experience so that sometime in the future I'll be considered a threat every year. Look at some of the Czech riders — they never hit their prime until they're 30 years old."

As for the possibility of an overall win in the near future, Penton credits teammates Tom Penton and Carl Cranke, as well Husqvarna ace Dick Burleson, with equal ability and potential. "We all have the same goals and any of us could win a class championship," he allows.

On the whole, the young veteran has his sights aligned and has no fear of overconfidence. He notes, "We've gone over to the ISDT too many times 'underconfident'. I think we have to go over there with the idea that we're going to win the damn thing. I'm not going all that way just to play with it, I want to whip those turkeys."

Reprint courtesy of AMA News



3709 W. Erie Ave., Lorain, Ohio 44053

Bulk Rate
U. S. Postage
PAID
Lorain, Ohio 44052
Permit No. 3

3-74

Paul Joseph Danti
RD #2
Valencia, PA 16059