

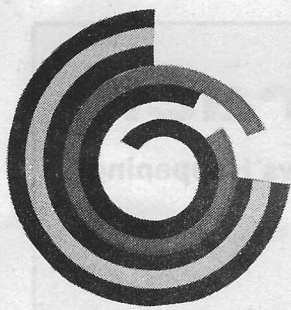
# Keeping Track

The Penton Owners Monthly News Happening!



# HARE SCRAMBLES

*It's that time of year when the Hare Scramblers rejoice in the mud and the slop of the Hare Scrambles. Man and machine against the elements. Here we see Carl in action.*



# 51st International Six Days Trial



*The Penton ISDT Team. Back Row L-R; Don Chichocki, Carl Cranke, Dane Leimbach, Jack Lehto, Tom Penton, Denny Vandecar, Fred Cameron, Frank Gallo. Bottom row L-R; Jeff*

*Hill, Harry Heilman, Bill Geier, Rick Weathersbee, Jeff Gerber, Jack Penton, Rod Bush, Gary Younkings, Kevin LaVoie, and Eric Jensen.*

The 51st is a very hard ISDT to report on. The weather for the 51st was unusual in that Six-Days of great weather greeted the over 320 starters and turned the 51st into a river of gold medals.

Laid out in three loops run twice each day the riders left the start at the Osterreichring, the Austrian Grand Prix Road Race Course, and returned on the first loop. At the end of the first loop they would run the cross-country terrain laid out in the center of the Osterreichring and go through the acceleration test. At the end of the second loop they would again run the cross-country test. That made for ten cross-country terrain tests and five acceleration tests. The massed Moto-Cross test took place the final 6th day.

Without bad weather the trail was much too easy and riding the trail was no problem in getting from check to check on time. The only time a rider could lose time marks was if he had mechanical problems. Keeping on time was a relatively

easy matter.

So that's the way the event shaped up ... all the winning in the Six-Days would take place on the cross-country terrain test.

The cross-country test was about two miles in length and was no easy test to ride. It contained steep hills, mud, fast parts and lots of sharp turns. It was here that the Six-Days would be won and our hopes dashed. It was the type of cross-country test we just don't fair well in. U.S. riders like the faster more open courses like the Isle of Man course. The Austrian course was a pure European Cross-Country course where hard charging in every corner adds seconds to your competitor.

The U.S. Vase riders were literally being out pointed by the quick European riders on the course by 10 and 20 seconds a test. It doesn't seem like much but when it's multiplied by ten cross-country tests it really adds up on your score. It seemed the faster we went the faster the competition also went. Many

riders who received Silver medals received them because they just couldn't keep within 15% of the top rider in his class.

For our U.S. Vase Team — Tom, Jack, Carl and Dane it was a real let down. The competition was proving much more competitive than anyone had anticipated. We had been pumped all year that we could win the Vase based on last years results, but it was not to be. We ended the first day in 4th and stayed there all week long finally ending where we started a solid 4th. They all rode an excellent event, but, our hopes and thoughts were not in 4th place. Just how we are ever going to get to that exclusive first place Trophy or Vase finish is our albatross.

The U.S. Trophy Team was doing an excellent job in fifth place the first two days. On the third day Kevin LaVoie's bike started going sour and never made it to the finish line. It seemed that the main bearings began going out and there was nothing Kevin could do. To say

Kevin was let down would be an understatement. If he wouldn't have had engine trouble the team should have ended up a very credible 4th.

All the independent Penton riders who rode really did an excellent job. All but Rick Weathersbee, whose ignition wire burned through on the exhaust and arrived late at a check, came through with gold medal performances. Gary Younkins for his second gold, Rod Bush with his second gold and Eric Jensen, Frank Gallo, Denny Vandecar, Jeff Gerber, Bill Geier, Don Chichocki, Harry Heilman and Jeff Hill all with their first gold medals.

### 51st ISDT PENTON MEDAL WINNERS

Jack Penton - Gold  
Tom Penton - Gold  
Carl Cranke - Gold  
Dane Leimbach - Gold  
Gary Younkins - Gold  
Rod Bush - Gold  
Eric Jensen - Gold  
Frank Gallo - Gold  
Denny Vandecar - Gold  
Jeff Gerber - Gold  
Rick Weathersbee - Gold  
Bill Geier - Gold  
Don Chichocki - Gold  
Harry Heilman - Gold  
Jeff Hill - Gold

### 51st ISDT RESULTS

#### Trophy Team

1. West Germany
2. Czechoslovakia
3. East Germany
4. Great Britian
5. Austria
6. Poland
7. Belgium
8. Canada
9. France
10. United States

#### Vase

1. Czechoslovakia
2. West Germany
3. Italy
4. United States
5. Finland
6. East Germany
7. Belgium
8. Canada
9. Switzerland
10. Holland

### RESULTS FROM ALL CLASSES

50cc — 1. E. Schmider, West Germany (Zundapp) 4208.9; 2. G.

Perego, Italy (Puch) 4329.7; 3. P. Cacchia, Italy (Ancilotti) 4413.6. (8 start, 5 Gold, 2 Silver, 1 Retired)

75cc — 1. G. Haatz, E. Germany (Simson) 4248.8; 2. O. Scaburri, Italy (Puch) 4288.9; 3. E. Schneidewind, E. Germany (Simson) 4316.1. (10 start, 9 Gold, 1 Retired)

100cc — 1. J. Wolfgruber, W. Germany (Zundapp) 4008.8; 2. M. Miele, Italy (KTM) 4052.9; 3. E. Weber, W. Germany (Zundapp) 4073.3. (12 start, 10 Gold, 2 Retired)

125cc — 1. H. Strossenreuther, W. Germany (KTM) 3921.3; 2. J. Grisse, W. Germany (Zundapp) 3923.0; 3. R. Witthoft, W. Germany (Zundapp) 3953.4. (34 start, 16 Gold, 17 Silver, 9 Retired)

175cc — 1. E. Hau, W. Germany (Zundapp) 3851.9; 2. S. Belussi, Italy (Puch) 4015.1; 3. G. Bayer, W. Germany (Hercules) 4043.0. (57 start, 31 Gold, 17 Silver, 9 Retired)

250cc — 1. A. Gritti, Italy (KTM) 3786.2; 2. J. Stodulka, Czech. (Jawa) 3819.2; 3. K. Masita, Czech. (Jawa) 3911.6. (94 start, 53 Gold, 25 Silver, 6 Bronze, 10 Retired)

350cc — 1. H. Buse, W. Germany (KTM) 3887.5; 2. P. Kuchar, Czech. (Jawa) 3891.0; 3. Z. Cespiva, Czech. (Jawa) 3911.6. (39 start, 28 Gold, 9 Silver, 1 Bronze, 1 Retired)

500cc — 1. S. Zloch, Czech. (Jawa) 3870; 2. O. Toman, Czech. (Jawa) 3948.5; 3. N. Casas, Spain (Bultaco) 3955.6. (60 start, 33 Gold, 16 Silver, 8 Retired)

OPEN — 1. L. Gorgos, W. Germany (Maico) 4281.3; 2. K. Fischer, W. Germany (Hercules) 4475.3; 3. H. Bechthold, W. Germany (Maico) 4533.1. (8 start, 5 Gold, 3 Retired)

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### SIX-DAYS BITS & PIECES

The U.S. Penton riders again had the neatest cycles at the Six-Days. The orange bikes stood out and attracted the largest crowds of curious on-lookers.

Rod Bush's mother was injured in a freak accident when a U.S. rider went out of control in the Cross-Country test hitting Mrs. Bush. She ended up in the hospital with a fractured pelvis and ribs and many bruises.

U.S. rent a car toll. One totally wrecked, one with only one gear, one

with no clutch. John Penton takes the record by having his car towed 175 miles from Zeltweg to Vienna.

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Penton/KTM again had the largest number of Six-Day entries and collected more gold medals. Alessandro Gritti took overall honors on a 250cc KTM setting incredible cross-country times every day. Gritti also won the 125cc European 2-Day Trials Championship and won the Italian 250cc M-X Championship, Heino Buse of W. Germany, last years winner, won the 350cc class on his KTM. New sensation Harold Strossenreuther of W. Germany won the 125cc class on his KTM over the Zundapp trophy men.

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Tom & Jack traded top U.S. rider spots all week only to be relegated to second and third in the last M-X race of the Six-Days when they got bad hole shots. Dick Burleson did the deed by beating them by over twenty seconds in the M-X to take top U.S. Honors.

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Denny Vandecar, on Silver after loading up his machine in the cross-country test on Wednesday got the gas on to come back strong and recapture his gold.

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Fast Frank Gallo made a lot of believers by being top U.S. first time ISDT rider in the ISDT.

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Pit award goes to Bob Hill. Mr. Hill was the anchor for the Penton riders and ran the finest pit stop anyone could ever ask for. Thank you Bob.

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Eric Jensen finally got his gold medal. After so many near golds Eric finally got his hands on one. Now he owns one of every medal, really neat!!!

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First time Penton ISDT riders collecting gold; Frank Gallo, Bill Geier, Don Chichocki, Jeff Hill and Harry Heilman.

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Somewhere between Austria and New York are twenty cowboy hats that are supposed to be part of the U.S. riders official dress. They never made it and the opening ceremonies suffered on count of it. It would have really been neat to see thirty-seven U.S. riders in cowboy hats, as it was it fizzled as they did not look the part without those wide brimmed hats.



*Toshi Nishiyama from Japan rode a KTM to a Silver. Penton pitted for Toshi and kept him going the Six-Days. It took Toshi forty minutes to change a tire. Finally Kevin helped him change it in the bushes!*



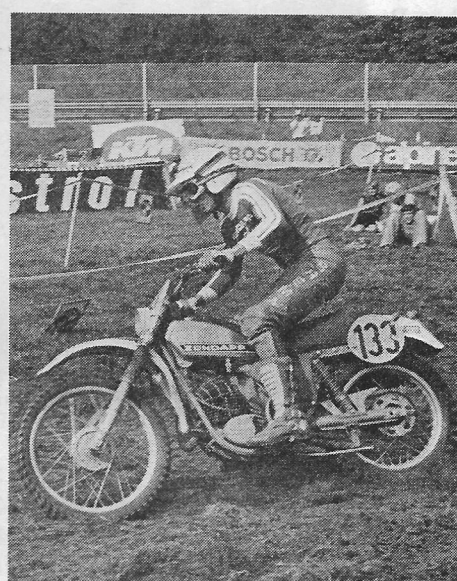
*Czech Trophy Man Masita in action. What they lack in equipment they make up with sheer brute force and speed.*



*Denny Vandecar came back from a Silver to claim a gold.*



*Jeff Hill who rode to a perfect gold medal.*



*West Germany Trophy Man Ed Hau on the works 175cc Zundapp.*



*Carl Cranke had the gas on all week for his 5th gold medal!!*



*Gary Younkens had another great Six-Days ride claiming his 2nd gold medal.*



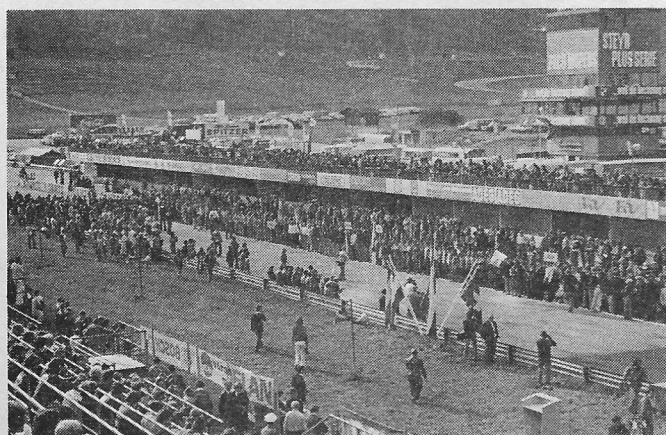
*Fast Frank Gallo surprised a lot of ISDT watchers with a gold medal.*



*The U.S. Silver Vase Team Carl Cranke, Dane Leimbach, Tom Penton, Jack Penton, Team Manager Jack Lehto.*



*U.S. Juryman Al Eames and Penton Team Manager Jack Lehto.*



*Opening Ceremonies at the Osterreichring. We missed our cowboy hats.*



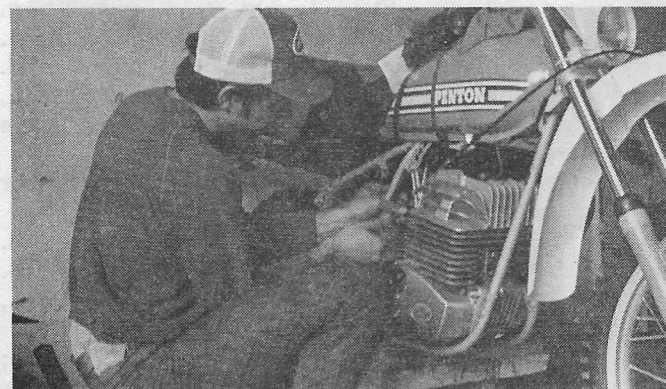
*The KTM parts truck was kept busy three days prior to the Six-Days. They came in full force as Austria is the home of KTM.*



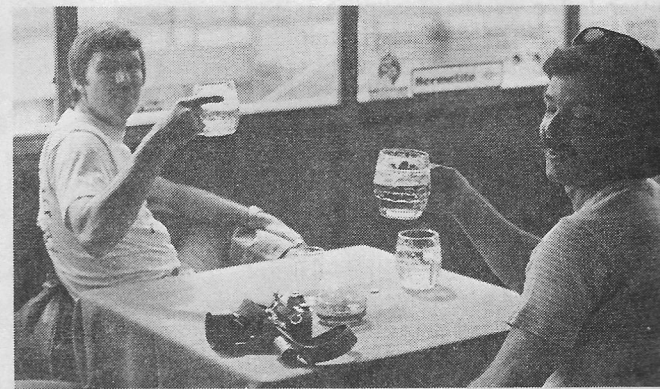
*Rick, Tom and Dane before claiming their cycles for the start of another day.*



*Don Chichocki having his cycle marked and sealed. A gold for Don.*



*Eric Jensen didn't see his Six-Day bike till four days before the Six-Days. He was really kept busy preparing it. It paid off with a gold.*



*The Penton chase crew Bob Brooks and Dave Duarte getting set for the chase.*

# 50th JACKPINE



*Ron Ribolzi of Illinois put in a super ride to win 1st 250A. Ron's been really moving and should be a threat on the circuit next year.*

Sept. 4 & 5. The 50th running of the Granddaddy of enduros was blessed with 2 perfect days of riding for the 391 riders who started the classic run. From the club's Jackpine lodge near Houghton Lake the riders from all over the country began arriving Friday to get their machine sealed and pick up riding numbers and schedules. All the National Enduro stars were in attendance as the Jackpine is the only run of the year paying double points for Nationals. A win here is as good as winning 2 National overall.

Dick Burleson, Jack Penton, Skip Olsen, Tom Penton and Bob Popiel along with Texas star Don Sanford. The only other National rider who's been chasing the circuit—Herlof Johnson—did not show up. The first day would be the winning day for the Jackpine competitors. Generally in the past the Jackpine was always won or lost on the second day, this year it would not.

Both National leaders Dick and Jack would goof up the run and were not in the running. Bob Popiel, Husky's service manager took the low score first day dropping only 6 points. Next in line was Skip Olsen on the new Can-Am with 7. Tom had dropped 8 points. It still seemed like a wide open run for all the front runners. But the battle had already been settled. Bob Popiel ran the second day and didn't drop a single point. When Skip Olsen came in at the finish he had a big smile on his face as he, too, didn't drop a single point. The smile disappeared when he heard Popiel who was one point ahead also didn't. So it ended up for the National riders. Tom crashed late the second day and broke his gas tank. He was unable to finish. For Jack it was a great opportunity to pull up even with Burleson. For Burleson it was an opportunity to almost completely seal up the Championship. Neither did it.

## PENTON WINNERS

A. Lt. Wt. Champ, Thom Coles; A. Hy. Wt. Champ, Bob Brooks; Senior Champ, John Penton (John's 8th straight win!)

1st A. Lt. Wt., Andrew Dragicevich; 2nd A. Lt. Wt., Al Keen; 3rd A. Lt. Wt., Marty Weitzel; 6th A. Lt. Wt., Bill Powers; 7th A. Lt. Wt., Darrell Dixon; 8th A. Lt. Wt., Richard Humphrey.

6th A. Lt. Md. Wt., Norman Virag. 1st A. Md. Wt., Ron Ribolzi; 3rd A. Md. Wt., Jack Penton; 4th A. Md. Wt., Harold Steele; 7th A. Md. Wt., Steve Hess; 8th A. Md. Wt., Dave Dudek.

Senior 6th, George Slater; Senior 7th, George Canfield.

6th B. Lt. Wt., D. M. Maurer; 7th B. Lt. Wt., Richard Buonocose; 8th B. Lt. Wt., David Nicols; 7th B. Lt. Wt., Robert Hamlin.

2nd B. Md. Wt., Kevin Piasecki; 7th B. Md. Wt., Dooley Hord; 8th B. Md. Wt., James Shearer; 9th B. Hy. Wt., Gary Rutherford.



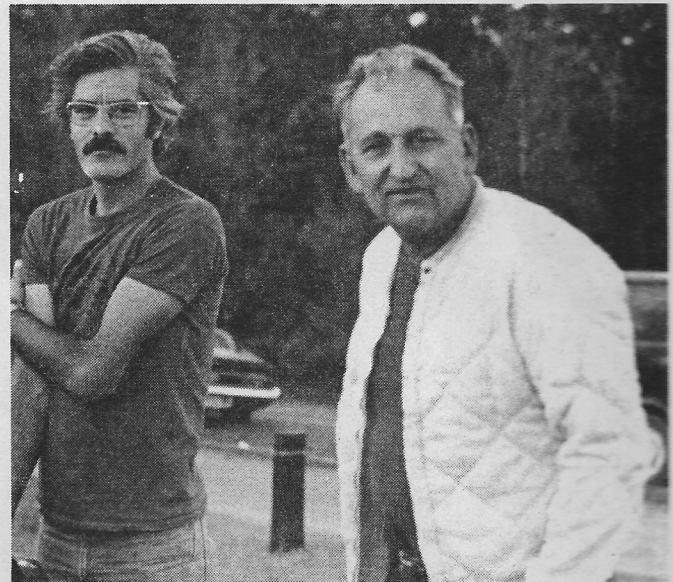
*Bob Brooks was the A Heavy Weight Champion for the second year in a row. Bob works for Penton East and hails from Lansing.*



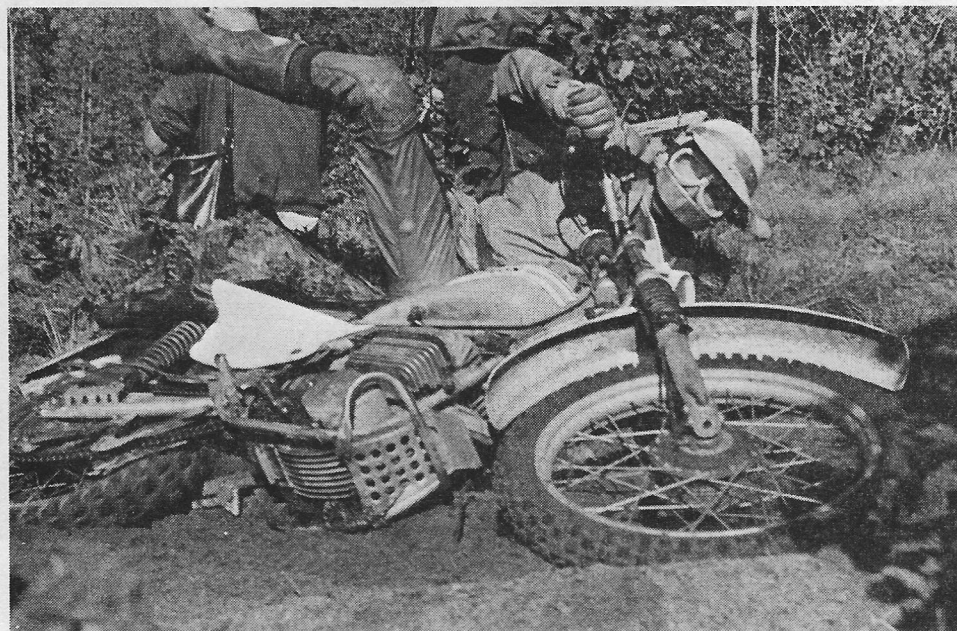
*Tom Coles won the A Light Weight Championship for Penton. Tom is always a threat in the Michigan woods.*



*Uncle John took the Senior Class Championship and won his 8th straight Senior class victory.*



*A well known Michigan face is Leonard Keens. Leonard was 3rd in the Senior class.*



*This unidentified Penton rider does the big get-off in the tricky Michigan sand.*



# “MOVIN’ THE GOODS”

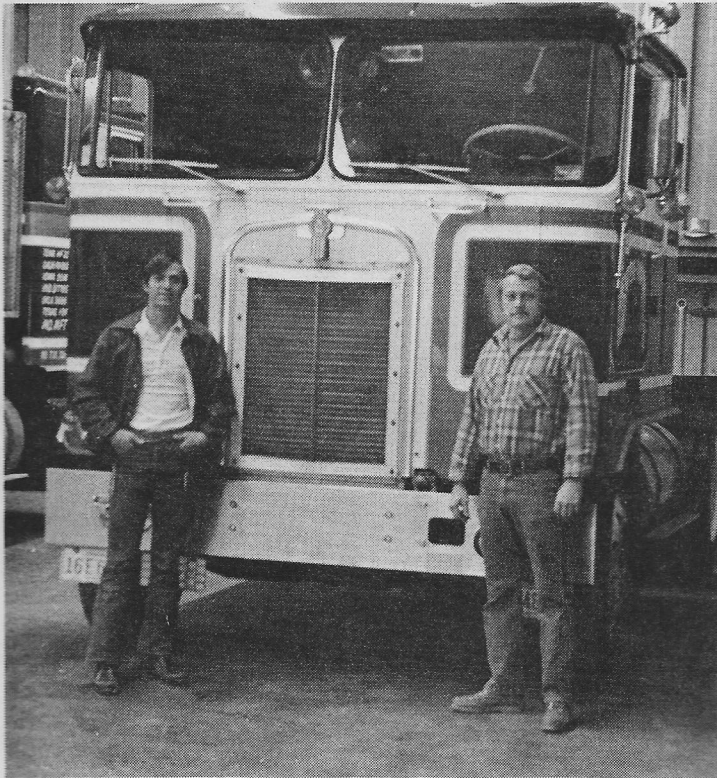
With warehouses scattered throughout the country, with companies making parts and accessories, with large containers arriving at sea ports it takes a coordinated team to funnel it all to its proper places.

It's a big job, but at Penton we're geared for it with our large truck department. It consists of 4 semi tractors, 3 Kenworths and 1 Ford.

Headquarters for the trucking activity is the Penton truck headquarters in Lorain headed up by Mike Simpson. Mike coordinates all the trucking activity and scheduling making sure all the goods are moving on schedule. It's a big job with trucks going every different direction — some for weeks on a west coast run and some for just a day to Indiana to pick up rims.

Making sure all the equipment is always ready to go night or day is Al Beetler who is the chief mechanic.

Moving goods fast and economically is a very important part of our business that's not really noticeable to the onlooker. Next time you're cruising down the highway you may just see one of the Penton trucks; give them a beep or a call on the C.B.



*Mike Simpson and Al Beetler keep the Penton trucks rolling on schedule.*



*The two Kenworths are fully outfitted with a sleeper, air conditioning and of course C.B.*

*The Ford and Kenworth make local runs to suppliers in the East.*



*Jerry Wilhelm runs the warehouse and makes sure the loads are secure and meet legal requirements.*



# CONGRATULATIONS

**CRAIG  
CARLISLE**

**JERRY  
DARNELL**

**DONNIE  
WESTFAL**

**DAVID  
GREENHILL**

**RICKY  
KIDD**

**ROGER  
BROWN**

**MARK  
WHEELLESS**



**CHUCK  
TAYLOR**

**BRIAN  
WILSON**

**JON  
KOLBENSUIK**

**RICKY  
REAMER**

**DICKEY  
NOWELL**

**KEITH  
DUFFY**

**TOMMY  
BROWN**

**GENE DURHAM — ALBUQUERQUE, NEW MEXICO  
1ST OVERALL EXPERT 250  
2ND OVERALL EXPERT 400**

# YOU ALL DID GREAT IN THE TEXAS SERIES



**LECTRON CARBURETOR**  
by John A. Penton

One thousand and one riders have asked me about Lectron Carburetors.

My answer at this time is simple, forward and to the point. Lectron carburetors are the newest, trickiest and best thing that's happened to the two stroke competition motorcycle since I started monkeying with two strokes twenty years ago.

We at Penton have been screwing with this carb for about six months. After six months of skepticism, controversy, debate, etc., our complete Team Penton is starting to use Lectron Carburetors.

As you can imagine, putting Lectrons on our bikes at the factory presents a ton of problems; cost, duty, fit, etc., to name just a few; but, we will be putting the Lectrons on our personal bikes and will push the factory as hard as we can!!!

Penton Imports and Hi-Point Accessories also can supply Lectron carburetors for all models of motorcycles. It is very interesting to note that if you wish to switch to a Lectron, you should choose to purchase the carb from an agent that knows the carb so as to get the proper execution for your bike.

Many people have confused this Lectron carb with the old Lake Injector and etc. Don't be confused, this is new, modern and no gimmick.

This carb obsoletes the conventional type of three stage carbs like the Bing, Mikuni, Amal, etc. I can be very truthful with you in saying that when comparing with all other motorcycle carbs on the market, I cannot come up with even one disadvantage to the Lectron.

Below are listed just a few of the advantages:

- 1.) Never floods out.
- 2.) Never have to shut your gas off.
- 3.) In all applications, adds more horsepower.
- 4.) Always gives better mileage.
- 5.) Carb is lightest on market.
- 6.) Engine and carb never load up.
- 7.) Bike will start first kick when stinking hot.
- 8.) Bike keeps running when on its side.
- 9.) Always gives metered mixture to engine, doubling and tripling cylinder, piston life of engine.

Contrary to any carburetor evaluations and comparisons that you may have read or that have been printed on the lectron carburetor, there has not been any good knowledgeable test taken on this lectron carburetor.

Quietly and secretly we have been on this carburetor for six months and I will tell you it is the hot setup.

Hell, already you are thinking I am feeding you a line so just wait and see what every sharp rider in the World is using in another year.

I hope I have answered everyone's questions about the new Lectron carburetor. Contact your Penton or Hi-Point dealer if you need more dope on this new, trick carb.

This two-stroke motorcycle oil mixing bit sure is a strange ball game.

More Penton riders are mislead than I could imagine.

We recommend for our Penton bikes, Hi-Point Concentrate Oil fuel mix. This oil is the most reasonably priced quality two-stroke mix for sale today. Not only that, it provides the engine with the most adequate lubrication available today in our modern world.

Yet, time and time again we get Penton engines in our service department that are all gummed up with bean oil and other crap that the rider has paid two times the price of Hi-Point Concentrate.

I should think the very fact that every competition mile that Dick Burleson, Jack Penton and all Team Penton riders have ever competed, was contested with the use of Hi-Point Concentrate (including all Six-Days Trials and etc.) would be testimonial enough along with the reasonable price that Penton riders would use Hi-Point Concentrate.

At any rate, really, we at Penton

don't care what anyone uses in our competitor's bikes but we only back up Penton engines when Hi-Point Oil is used.

When you use Hi-Point you get what you pay for and don't have to pay for expensive contingency awards in lue of quality of lubricates.

For those who are interested this is what the U.S. Vase Team machines and riders used in the Six-Days.

**FILTERS:** Twin-Air with Twin-Air G.P. Filter Fluid

**PLUGS:** Bosch Silver Gap

**OIL:** Hi-Point 2-Stroke Concentrate 18 oz. to 6 gallons of gas.

**TRANS OIL:** Hi-Point Gear Lube

**FORK OIL:** LTS\* Special fork and shock oil

**TIRES:** Hi-Point by Metzeler

**CABLES:** Terry Cables

**CHAIN:** Regina G.P., Hi-Point Chain Tensioner

**BOOTS:** Hi-Point

**GOGGLES:** Scott and Hi-Point Six-Day Glasses

**GLOVES:** Hi-Point

**HELMETS:** Bell

**FENDERS:** Rear P.P. "IT" Front Falk Dirt Champion

**BARS:** Stock Penton

**SHOCKS:** Marzocchi Pneumatic

**PANTS:** Hi-Point Nylon/Leather

**JACKETS:** Mixture

**RIMS:** Sun

**GRIPS:** Mixture

**TOOL BAG:** Hi-Point tank and fanny bags

**HEADLIGHT:** Preston Petty





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

Ah . . . , October. What a month for riding a motorcycle! In the dirt, competing in enduros, hare scrambles, motocross, and whatever, or just trail riding, it is just splendid. I also find it a satisfying change of pace to hop on my road bike and casually take in the changing colors of Autumn. It is hard to argue with those who advocate October to be the best month of the year.

I received a letter from Dave Theis of Groves, Texas asking what I thought of the future of the 100cc class in enduros. This is how I answered:

Dear Dave,

When I was just getting into motorcycling, there were two basic types of bikes for enduros: converted road bikes like the Triumph 500 (over \$1000), or small trail bikes like a Honda 90 (under \$500). Thus the incentive for the small bike class. Today it costs a manufacturer as much to make a 100cc serious enduro bike as a 400. (After all, the only real difference is the piston size.) What with the little bikes having become so highly tuned for horsepower, they don't usually have the engine longevity of the larger motor, and thus there has been a 180° turn in the market. It is more expensive to run a little bike than a big one. In many cases I personally find a smaller motorcycle more fun to ride than a larger one, and perhaps this "fun part" will keep the small bike classes thriving as well as ever. But then again the price problem may erode away at them. The future of

the small bikes? Your guess is as good as mine.

Sincerely,  
Tom

Out of 10 years of riding, it hasn't been till the last 3 that I have ridden anything larger than a 125. I maybe can go faster now on my 250 (in many riding conditions this isn't necessarily so), but I have to wonder if I'm having as much fun riding the larger motorcycle as when I was on the 125. And isn't enjoyment what the game is all about? I have fond memories of days of competing when there was a chance to catch my breath on the straight-a-ways, without having to wrestle some 35 horsepower trying to rip my arms from the shoulder. Sometimes I wonder if I'm riding my 250 or it's riding me! Horsepower, when utilized properly, can allow one to go faster, but it sure can be a lot of work. It is with a bit of dismay that I watch small motorcycles gain so drastically in horsepower. Our 125 is faster than our 175 was when it was marketed only 4 years ago. And with the horsepower comes the problems: hard to ride due to high power and narrow powerband, and loss of reliability due to the stress and high temperature that horsepower produces. But to be competitive, especially in motocross, the expert riders need the horsepower. I think I would like to introduce a new class: "125cc, limited to 15 horsepower". Impractical probably, but it would make a fun class in which to compete.

Tip of the day: Something many don't know about but which most experienced riders have come to find out is that the thick calluses that grow on your hands from a lot of riding are not good, and it is best, with a razor blade, to cut them off flush with the palm. It would seem that calluses should indicate a toughened hand and that they would help prevent future blisters, but in fact they actually contribute to getting blisters! The friction of the callus on the handlebar grip creates blisters underneath the callus. Cut the callus off, and it doesn't happen.

#### LOOK FOR THIS CYCLE

Last Wednesday, Aug. 23, 1976, I had a motorcycle stolen from the premises of my apartment. The bike is a 1976 Penton, 125cc enduro model with an orange tank and Preston Petty headlight and tail-light. It has

a VDO type speedometer with approximately 1000 miles on the odometer. The serial number is 60590637 and the bike is also registered in Gunnison County with Colorado license plate number YD 368. You may contact me at either address below.

David Hidalgo  
P.O. Box 1032  
Crested Butte, Colo. 81224

Mountain Cycles  
P.O. Box 182  
Crested Butte, Colo. 81224  
303-349-5395

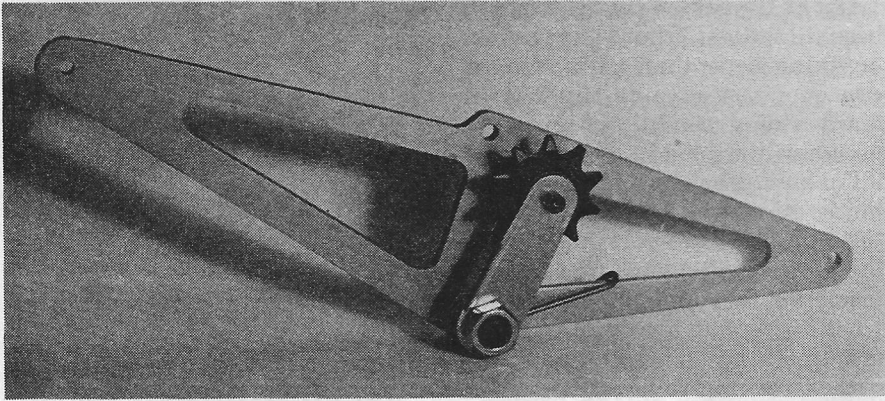
#### LOOKING REALLY CLOSE AT THE NEW SIX-DAYS

In 1975 they changed the rules of the Six-Days where route marks were dropped and made into penalty points. It was an excellent concept but never used by the promoting clubs who host the Six-Days. It was now possible to deliberately get riders late at checks without fear of drastically altering scoring positions. You could now really test a riders ability on the trail by getting him late and not dropping him out of his gold unless he was really late compared to other competitors. Now the way they conduct the Six-Days riding the trail is a formality with no significance to the outcome of the event. It is now a 150 to 200 trail ride with a Moto-Cross race at the end. And who ends up on the top? The Moto-Cross rider.

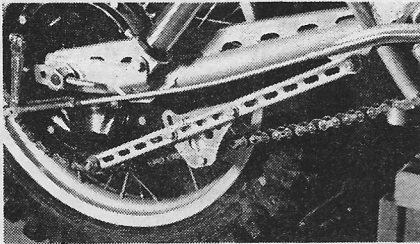
It is really upsetting to the U.S. riders as most are really proficient trail riders who know how to get down the trail very fast and function very well on this end, but are left far behind in the special tests. The Six-Days must be balanced out again where the special tests are 50% of your score and the trail 50% of your score. Now the special tests are 100% and the trail "O", merely a formality.

This was by far the easiest Six-Days I can remember. If the weather had been foul maybe things would have been different but I feel Six-Day riders should be tested on the trail as well as in the special tests. I hope the 52nd in Czechoslovakia is more of a true Six-Days where being proficient all around makes for a more exciting Six-Days and where the rider is tested for Six-Days and not on a closed course Moto-Cross test.

## INSTALLING THE NEW PENTON CHAIN TENSIONER

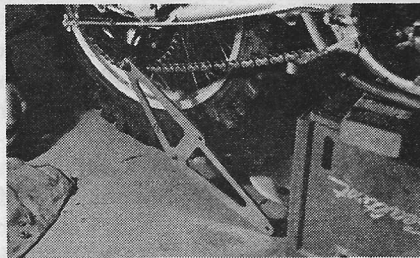


Read the entire article before beginning to install the chain tensioner.

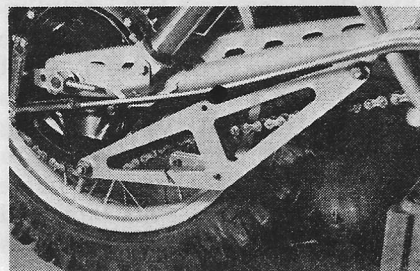


1. Remove the chain and remove the existing brace and chain block. When the old brace and guide are removed, replace the chain.

2. See what size bolt you have on the front brace fastener. Some machines have 8mm bolts and some come with 10mm bolts. The brace has a 8mm hole so if you have a 100mm bolt you must drill out the front brace hole for 10mm.

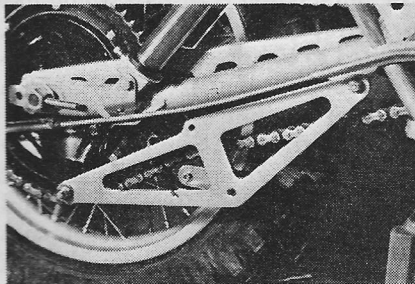


3. Loosen the rear axle. Attach the rear brace to the rear backing plate. Do not tighten. Place the tension sprocket on the chain and move the front brace to its position and fasten.



4. Move the wheel to its farthest forward position and check to see that the tensioner sprocket does not hit the rear sprocket. If the tensioner sprocket does hit, follow this procedure:

4a. Remove the brace. Replace the sprocket tensioner to fit on the opposite side it is now on. Drill a 12mm where the 8mm or 10mm hole is. This will not be placed on the rear backing plate. Sleeve the front 12mm hole with a sleeve made from a shock bushing. Place on the cycle so the front now becomes the rear and fasten down. It should offer you plenty of clearance now.



5. On cross-country bikes the center mounting hole on the brace may be used for added strength. Place the new tensioner on loose and move the rear wheel forward and back while checking the movement of the center hole. Elongate the tension brace hole to allow for the rear wheel positions. You may also need washer shims on the center mount so the new brace is not pulled out of line.

6. The new tensioner is now ready for use and you can run your chain a little bit looser than normal if you desire. Be sure to get extra chain tensioner sprockets and bushing and check the sprocket before and after riding.

## MAX IS BACK



Ont. The annual running of the famous Corduroy enduro saw Penton star Max Markowitz make a comeback from injuries over the year and clean house on a 400 Penton—one borrowed from his side kick Kevin LaVoie who was on his way to the Six-Days. To beat that, second overall and best opposite class was Teddy Leimbach, too young to compete in the Six-Days who borrowed Tom Penton's 175cc to ring up the double victory for Penton. Frank Stacy turned Enduro rider for the two day event and turned in an excellent score. Complete results are not available at this time.

## JIM FOGLE BURNING UP SOUTHERN OHIO ENDUROS ON HIS NEW PENTON



Jim Fogle, no stranger to the motorcycle sport scene, formally with Rokon, is back living in Southern Ohio and literally blasting the competition on his new Penton.

On July 11th he climbed on his Penton for the first time and proceeded to take the overall to everyone's amazement. Since then he has captured over eight overalls in the tough District 11 enduros.

# 1977 NATIONAL ENDURO SERIES

## WESTERN REGION NATIONAL ENDURO SCHEDULE

March 6, 1977	Chaparral Motorcycle Club, Placentia, CA	150 miles
March 20, 1977	Dirt Diggers Motorcycle Club, Canoga Park, CA	125 miles
April 24, 1977	Polka Dots Motorcycle Club, Sacramento, CA	100 miles
May 7, 1977	Port Stockton Motorcycle Club, Stockton, CA	100 miles
May, 1977	California Enduro Riders Assoc., Alamo, CA	125 miles
May 28-29, 1977	Pasadena Motorcycle Club, Pasadena, CA	500 miles
October 2, 1977	Double CrossersDM/C, Santa Ana, CA	100 miles
October, 1977	Oakland Motorcycle Club, Oakland, CA	125 miles
November 6, 1977	Redwood Scramblers M/C, Crescent City, CA	100 miles

## CENTRAL REGION NATIONAL ENDURO SCHEDULE

February 27, 1977	Masterlinks M/C, Wiggins, MS	125 miles
March 20, 1977	Tulsa Trail Riders, Tulsa, OK	125 miles
April 3, 1977	Lubbock Trail Riders, Lubbock, TX	125 miles
May 1, 1977	Midwest National Enduro Riders, Sterling, IL	150 miles
June 19, 1977	Michigan Trail Riders, Bath, MI	125 miles
June 26, 1977	Straight Arrow Enduro Riders, Hopkins, MN	100 miles
August 7, 1977	Range Riders M/C, Grand Rapids, MN	100 miles
September 4, 1977	Mid-State Trail Riders, Mt. Pleasant, MI	100 miles
October 2, 1977	Indiana-Kentucky-Illinois Enduro Riders Assoc., Evansville, IN	100 miles
October 16, 1977	Forest City Riders, Rockford, IL	125 miles
First Alternate	Knights of the Road, Detroit, MI	110 miles

## EASTERN REGION NATIONAL ENDURO SCHEDULE

March 6, 1977	Georgia Crackers, Atlanta, GA	100 miles
April 24, 1977	Don Thava Factory Works, Nashville, TN	
May 15, 1977	Lonesome Pine Enduro Riders Assoc., Bristol, VA	
Not Specified	Hocking Valley M/C, Logan, OH	125 miles
June 12, 1977	Appalachian Dirt Riders, Wellston, OH	125 miles
August 21, 1977	Lehigh Valley Dirt Riders, Lehigh Valley, PA	125 miles
August 28, 1977	Columbia Enduro Riders Assoc., Columbia, SC	100 miles
September 3, 1977	Atlanta Motorcycle Club, Ellenwood, GA	100 miles
September 18, 1977	South Penn Enduro Riders, Carlisle, PA	100 miles
September 25, 1977	Meteor Motorcycle Club, Greenloch, NJ	125 miles
First Alternate	South Jersey Enduro Riders, Pitman, NJ	100 miles

Dear "Keeping Track":

I thought I would write and tell you of the success I have had in racing one of your new 400 Pentons, and the unusual type of racing involved. I have been racing this year with the WERA (Western Eastern Roadracers Association) and have had phenomenal success with the new MC 5. The cycle has been entered in five different races, including two nationals, and has trophied in all of them. These include a third at Milwaukee in the 250 full GP class, a third in the 410 production class at the Indy regional, seconds in both the 410 produc-

tion and cafe classes at Wentzville, Missouri, a third in the 410 cafe at the Indy National, and last week at the Grattan, Michigan National a third in the 410 production, a second in the 410 cafe, and a first novice (second overall) in the 750 production. For that last one I received no trophy, as I was running out and up a class and thus at a disadvantage. For these races the only modifications were an enduro kit, street tires and a gearing change, and that's all. Future plans include at least one AMA novice pro race next year with the addition of a fairing and other modifications.

Oh yes, the Penton also sees the

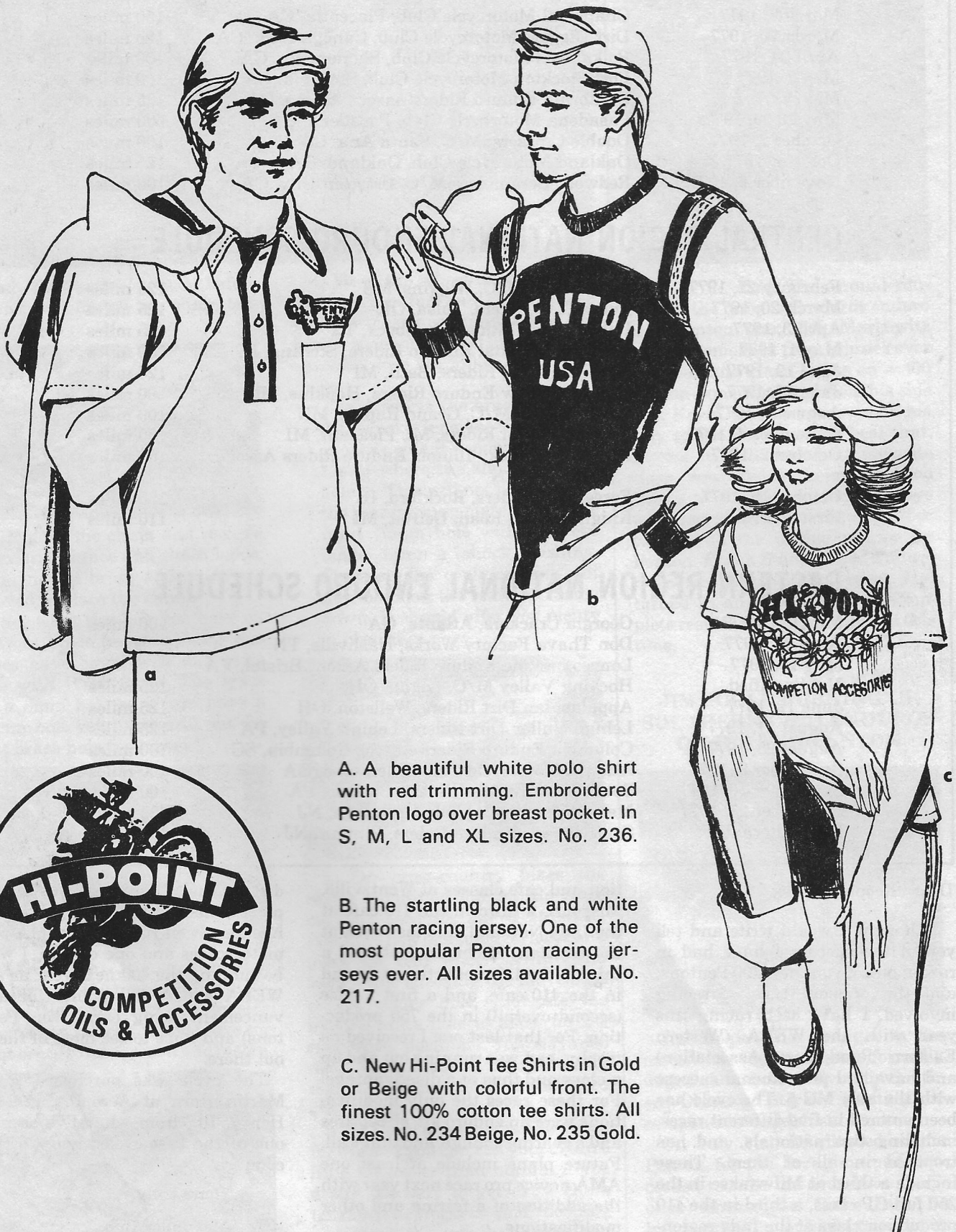
dirt. At last standings I was in 4th place in district 16 short track and it has also been run in two AMA pro motocrosses and one enduro. I will be running the 400 next year as an WERA expert (all points for advancement being earned on Pentons) and hope to see more of them out there.

The cycle was purchased from Martin Horn at Aero PA, in McHenry, Ill., from what I've seen—one of the best cycle shops in the country.

Yours truly,

Alexander Bub  
Milwaukee, Wisc.

# HI-POINT JERSEY & SHIRTS

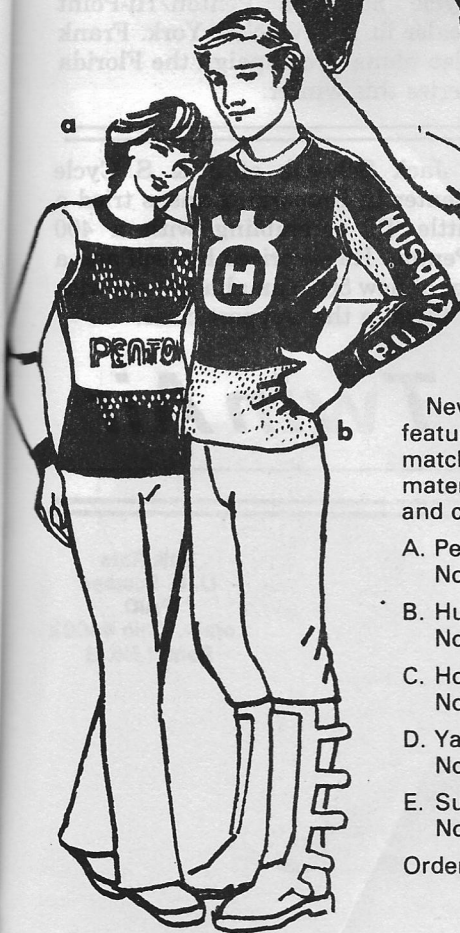


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- C. Honda in Red, White and Blue, No. 1184
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# HI-POINT



**PENTON**  
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Dario Nani, Pietro Miccheli and Nino Merola from Italy arrived to pick up their Penton cycles to contest the remaining Trans-Am series.

The Italian M-X champs ride for Italian Importer Farioli. Dario was 2nd in the 250 and Pietro 4th in the 250 Italian Championship. Nino is their manager/mechanic. Be looking for them.

## TEAM PENTON CAMPAIGNS THE TRANS-AMA SERIES

No doubt you've noticed two new faces racing Penton motocrossers in this fall's Trans-AMA Series, Frank Stacy and Don Kudalski. Penton realizes the importance that racing has towards the sales of motorcycles and is supporting these two young chargers on the highly competitive new Penton GP motocross bikes for the Trans-AMA Series. The bikes they are racing are identical to those available for sale at local Penton dealers, and were used by Jaak Van Velthoven, Guenady Moiseev and Vladimir Kavinov to post victories in the 500cc and 250cc World Championship races this year.

The youngest member of Team Penton is 19-year-old Don "Killer" Kudalski from Coral Springs, Flori-

da. Don gained National recognition a couple of years ago when he beat the top factory riders in the Open class of the Florida Winter-AMA Series. Soon after that he joined Team Honda as a semi-supported rider and posted wins in the Support Class at the American Motocross Finals in Anaheim, California, and tied Yamaha's Bob Hannah for the overall win at this year's Midland, Michigan 125cc National. Don joined Penton for the 1976 Trans-AMA Series where he's racing the 500cc International class. Future plans call for Don to join Penton when it heads south for the 1977 Florida Winter-AMA Series.

One of the nicest guys on the AMA motocross circuit is 22-year-old Frank Stacy from Cheektowaga, New York, who joined Team Penton earlier this year during the 500cc Nationals. Presently Frank is racing a 250cc in the Trans-AMA Support Class and is in top contention for the overall Series win. Frank rides out of his father's shop, Dean's Cycle Sales, a Penton/Hi-Point dealer in Depew, New York. Frank also plans to campaign the Florida Series this winter.

Jack Schoeck of J & S Cycle Center in Emporia, Kansas tried a little TT scrambling with a 400 Penton. He surprised himself and a lot of new 500 Yamaha owners with a third in the support class.

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