

No. 3, February 1, 1973

Keeping Track

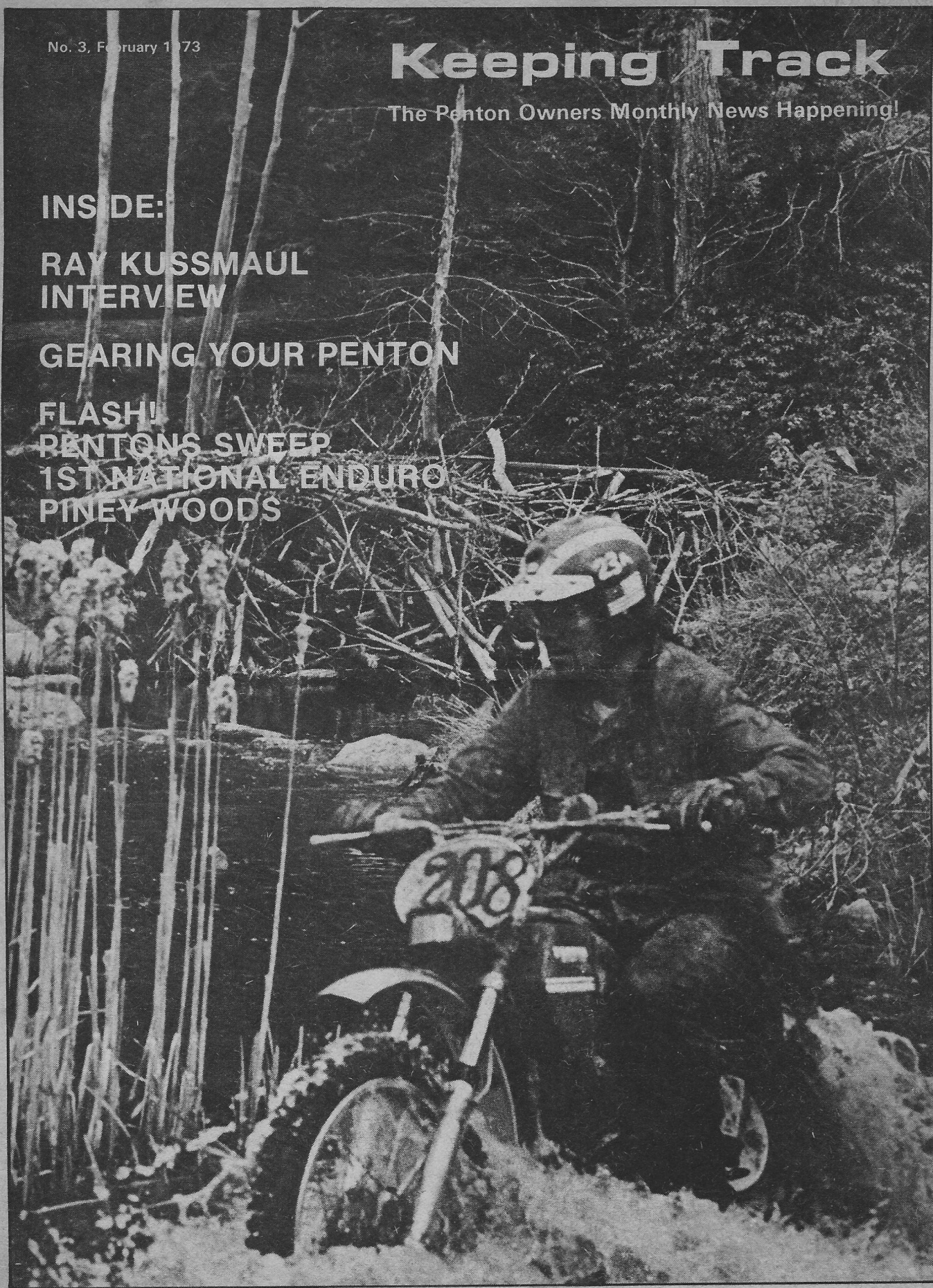
The Penton Owners Monthly News Happening!

INSIDE:

**RAY KUSSMAUL
INTERVIEW**

GEARING YOUR PENTON

**FLASH!
PENTONS SWEEP
1ST NATIONAL ENDURO
PINEY WOODS**



Bren Moran crossing the Beaver Dam at the Berkshire 3-Day on his 125cc Six-Day.

Photo by Ron Schneiders

TALKING WITH ENDURO STAR RAY KUSSMAUL



This is an interview with Ray Kussmaul who is No. 4 in the National Enduro Standings. Ray is 24 and from Lansing, Michigan. When he is not riding his motorcycle, he works as a carpenter. Ray started riding in 1965 and is one of the best enduro riders in the country today. This story of Ray should be a real incentive to all Penton enduro riders as he placed 4th in the nation riding his 125cc Penton. We are proud of his accomplishments and hope that you can benefit from this interview with him.

Q. Ray, last year you ended up 4th in the National Enduro standings. Is this the highest you ever placed?

A. Yes.

Q. Did you have to campaign the entire circuit to place where you did?

A. I rode most of the runs in the East & Midwest, all but 2.

Q. Did you finish all of them?

A. I dropped out of 2.

Q. Do you think you could have placed higher if you had run Jackpine, that they refused to let you enter?

A. Yes.

Q. What happened?

A. I didn't get my entry in in time and they wouldn't accept me. Competition wasn't very strong, because everybody was in Europe.

Q. Theoretically, if you could have ran Jackpine & won, you could have gotten double points and that would have put you up in 2nd or 3rd in the enduro point standings.

A. Yea. I probably wouldn't have won it though, it takes a lot of luck.

Q. You finished runner-up last year though. So, theoretically, if you could have ran Jackpine, you might have ended up higher in the standings than you did.

A. I'm not going to get tricked into that.

Q. Are you going to persue the National Enduro circuit this year?

A. I will except the ones in Calif., Kan., La., Tex., all the eastern ones.

Q. Ray, who are the riders to beat next year?

A. Kain, Fischer, Bohn, Fusan if he rides, Norm Ford and several more.

Q. Who do you think is coming on strong?

A. Mike Heckman, Jim Morabeto - Pittsburgh, Jim Crawford

Q. Your older brother, Roger, who certainly had a great reputation going for himself and a Jackpine win, doesn't seem to be persuing the enduros as he once did. Why is that?

A. He finished 3rd in the nation in '65. He's a very good rider. He's got a family and is kind of losing his interest.

Q. What do you contribute your success to?

A. Machine preparation, desire to win, physical fitness.

Q. Bill Kain, Ron Bohn, Jake Fischer and you have a reputation for being the fastest riders in the real tight woods and trails. Do you do a lot of practicing to ac-

quire this, or did it just sort of happen?

A. I don't practice during the week at all. I should, I might be as fast as they are, but by the time I ride, load it up and go to the run, that's it.

Q. Does it just sorta happen that you go fast through the woods? Do you think about it?

A. I don't have to think about going fast through the woods. I just don't know. I think it is something you are born with probably.

Q. Inborn talent?

A. I'm not trying to make myself up, but some people can go through the woods faster than other people. I don't practice, I don't know what it is. The longer the run the better I can do. Usually, I'm a slow starter, if it's two days, I can go faster the 2nd day, than I can the first day or everybody else slows down a little bit you see.



Q. So it's just a matter of endurance and you just go fast? Follow your brother?

A. Yea, he's taught me a lot.

Q. You ran some 2-Day Trials last year and your name was up for a 6-Day ride. What do you think of trials and are you going to persue them this year?

A. No, I don't care for trials. I think their fun and they should be a lot easier than enduros, but I can't finish them for some reason. I don't know, maybe their too long.

Q. You are building a reputation for losing 2-Day Nationals on the 2nd day after slamming the opposition on the first. Any explanation for this? You did that at Jackpine & Lonesome Pine.

A. I don't really look at it like that. A couple years ago at Jackpine I came in on the 2nd day. I think it's just circumstance. At Lonesome Pine the first day it was anybody's run. On the 2nd day you had to be faster and Fischer was just faster than I was. That was the fastest I've ever ridden I think at Lonesome Pine. I couldn't have ridden any better.

Q. Do you think your 125cc is competitive against the larger bore bikes.

A. Some runs it is and some runs it isn't.

Q. Do you think you could go faster on a larger bike?

A. The 250cc Bultaco is what I use to ride. The Penton, I'm sure is at least as fast as that was. I know the 175cc is a lot faster. The 125 is at least the equal of a Bultaco, the one I rode. I never rode a big bike. It would probably take some getting use to. It would take a lot of practice for me to do good on one cause I'm used to an open throttle and I get in trouble with a big bike.

Q. What advice would you give beginners?

A. I don't know, get a good motorcycle probably. Well, I guess you can just go along and have fun. But to kind of ride along easy and have fun, I just can't do that. Instead of getting in a lot of people's way, either get in the sport or get out. If you're going to ride enduros, you probably should get in shape and want to win.

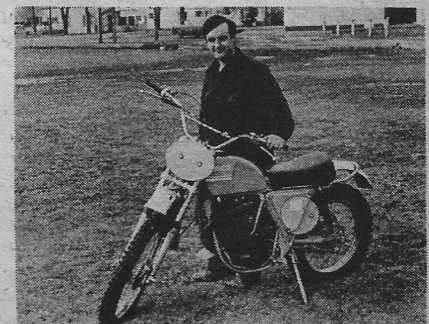
Q. What was your greatest victory?

A. Oh, I would say Burr Oak this year or Lonesome Pine.

Q. What about when you were runner-up at Jackpine?

A. That was nice. But, I think Burr Oak because it's the only national I've ever won.

Q. How do you get in shape for the nationals?



A. I work out, run and exercise, push-ups, sit-ups, weights.

Q. *Everyday?*

A. No.

Q. *A month ahead of time?*

A. No, I've already started. I started about the first of Jan. I didn't work all the way through the winter. I'm not that gung ho.

Q. *Do you do all your own preparation on your machinery?*

A. I'm doing more of it. My dad did most of it until last year and he helps me with the major things I get done. He's a lot of help.

Q. *Your father is probably your best fan and supporter. How did your dad get into this?*

A. He used to race before he was married. He rode Jackpine a couple of times and he used to flat track.

Q. *Ray, what about the future? How long will you continue?*

A. Just a couple of years probably. Maybe like just this year. If I'd win the national championship, I'd never ride again. I'd never have anything more to prove. But that's a big IF.

Q. *Is competition getting keener on the national circuit?*

A. Definately, I think. Pittsburgh keeps bringing more guys along.

Q. *You used to ride scrambles and some moto-cross. Are you going to get back into any of these events again?*

A. I'd like to ride more moto-cross just for the heck of it. I rode a couple times this year. I used to be able to go out there and usually win, but this year I went out there at the end of the season. I rode pretty good I thought and got a 7th, ha ha.

Q. *Who, in your opinion is the best enduro rider now and who do you think was the greatest ever?*

A. Kain, definately has to be the best now. His record proves it. The best ever, I guess John (John Penton) and Bill Baird won just about the same amount. Bill won more national championships, but probably Bill Baird, I would say. Don't let John hear that.

Q. *Your mostly an Eastern enduro rider. Have you ever ridden any Western events and would you like to?*

A. No, I've never ridden any. I'd like to go out and ride maybe something like Elsinore Grand Prix. I wouldn't like to go out and ride an enduro. John's told me about those and I've heard other people and from what I heard it's all luck.

Q. *But you would like to go out and ride their cross-countrys.*

A. Yea, just to say I've done it. I wouldn't care to ride cross country. My brother did that and he got hurt. You know like people say "Yea, I rode Jackpine" I could say, "Yea, I rode Elsinore."

Q. *The best national enduro riders get very little publicity from the national press. Does this bother you and your other rider friends?*

A. Of course, I'd probably like to see my name in print a little more, but enduros isn't a spectator sport. It's a sport where your accomplishing something for yourself I guess. It seems like the AMA could recognize it a little more. In their magazine they have the sportsman event

for every moto-cross and road-run and everything, they don't mean a thing. You know what I mean? There is about a half dozen or dozen pages in the magazine. I was the national champion cross-country racer about two years ago. I rode one cross-country race. I got a nice plaque, it says regional champion and a ribbon that say regional champion and then about a week later, I got a big plaque that says national championship. Their in the bottom of my drawer. They don't even go with my trophies. I was going to send them back, but I just didn't get around to it.

Q. *Michigan is again building up a strong contingent of good enduro riders with the Sharphorns, Keens and Kussmauls. Do you think Michigan can take the lime light from the Pittsburgh area boys?*

A. Yea, there is a lot of good young riders, Sharphorns, Capastrans, oh, I can't think of them right now. I think we're at a disadvantage here because all we ride is sand and mud, not a lot of mud and go around trees. Up in Pittsburgh they go up around hills and the rocks and it's hard for us I know. I'm getting so I like it, but when I first started riding rocks, I didn't like it at all, but now, I enjoy it. So, it would be hard for the Michigan riders, I think, unless they would practice alot.



Q. *Ray, are you going to win the national championship this year?*

A. No, I don't think so. In the back of my mind that's the reason I ride, odds are stacked though. I'm not that lucky.

Q. *Do you think it's a matter of getting a good start early in the season? Or do you think you can come on late and win it? Like Bill Kain, this year, he came on so strong, everybody was shot down. By the time he won it, then he gave up and they started winning again.*

A. Oh, I don't really think that matters. If you get a good start, then you don't want to lose, that's for sure. If you can keep a running streak and keep placing.

Q. *Are you going to Stone Mountain this year?*

A. I'm going to Nashville in a couple of weeks.

Q. *Your not going down to the Louisiana run?*

A. I didn't even know about it until Monday.

Q. *Yea, that just came out.*

A. I wouldn't go all the way down there anyway. That's a long ways.

CARL PRICE & FRIENDS SHINE IN CALIFORNIA ENDUROS

Carl Price from Lakewood, California came in a super 3rd place in District 37 enduro standings for 1973. Carl rides a 175cc Jackpiner and teams up with Fred Hayes, Gary Calkins and Joe LaPorte.

According to Carl, lightweight machines have always been considered at a disadvantage in desert enduros, but in 5 enduros he's entered his poorest finish was 6th overall. Carl feels the performances prove the 175 is the finest enduro machine he's ever ridden.

He claims his success has been due to the coaching of Gary Calkins and the desire of Fred Hayes (Mettco) to get some national and district Penton team wins in the West.

Here is a list of their wins in enduros since September.

9/24/72 - Little Tuffie Enduro

Fred Hayes - 1st overall B rider

Carl Price - 1st 175cc

10/1/72 - Coyote Derby

Carl Price - Sweepstakes

Fred Hayes - 1st B 250

10/15 - Golden Bear/California Championship

Carl Price - 1st A 250 - 3rd overall

Gary Calkins - 3rd A 250

11/5/72 - Jackass National Enduro

Carl Price - 2nd 175cc - 6th overall

12/3/72 - Last Chance National Enduro

Gary Calkins - tied for A/L 250 - 2nd overall

Carl Price - 2nd A/L

Fred Hayes, Gary Calkins, Carl Price - 1st overall team with total of 3 points lost.

1/7/73 - C.E.R.A. 100 Mile Enduro

Joe LaPorte - Sweepstakes

Gary Calkins - 2nd overall

Fred Hayes, Joe LaPorte, Gary Calkins - 1st overall team.



Steve Hackney leads Penton parade of 125cc machines for the H & H race team in Texas.

RESEARCH

PENTON DEVELOPMENT



LET'S DO IT RIGHT

by john cobb

GEARING YOUR PENTON

There are many sprockets available for your Penton. This is to help the owner gear right for his type of riding.

100 - 125	175
Counter shaft sprockets	
12 tooth	11 tooth
13 tooth	12 tooth
14 tooth	13 tooth
15 tooth	
Rear wheel sprockets	
48 tooth	52 tooth
54 tooth	55 tooth
57 tooth	60 tooth
60 tooth	

A bigger rear sprocket will help low pulling power but hinder top speed. The same is true of a small front sprocket.

A tight course with short straightaways and tight corners a 12-60 or 13-60 would probably work fine.

For trials or enduros a 15-54 or 14-54 would probably work fine.

For average moto-cross and hare scrambles a 14-57 or 14-60 seems to work the best.

Something like a 14 or 15 tooth counter shaft sprocket with a 48 or 54 sprocket would probably work only good on highway use.

With the 6-speed transmission in our 100 and 125 bikes the gearing is quite easy, because the ratio between the gears is close. So once under way the engine is easily kept within the power band.

Our trials riders use 14-57 gearing. The reason for this is it seems to work well in all the trails across the states. The top speed is around 70 MPH which is fast enough on roads, but geared low enough to have good power in the woods.

You can use any gearing you like, but if you don't choose the right size rear tire, the gearing won't help. For example, you don't want to use a 4:00 x 18 on a 100cc bike; it's too much tire and the bike won't pull it. A small cc

engine can't lug like a large one. You want to be able to spin the rear wheel to get moving. A 3:50 18 works fine on a 100cc.

A 125cc and 175cc should use a 4:00 x 18 tire. A slightly worn 4:00 x 18 seems to work real well on a 125cc because it will break loose to keep the engine in the power band, but will grip to keep the bike moving.

On a 175cc a 4:00 x 18 tire works best a 4:50 is too much tire. 12-52 seems good for trials and enduros on the 175cc. On tight courses a 12-60 would be fine. On general riding, hare scrambles and moto-cross a 12-55. When replacing sprockets, be sure and check everything else out. Don't put a new chain on an old worn sprocket, because the chain will wear out much sooner than if they were new or good sprockets. The same goes for new sprockets and an old chain.

Instead of using a lot of formulas, I just tried explaining it is simple as possible. But here are a few charts to help people who want more information.

FINAL DRIVE RATIOS 125cc, 100cc

C.S.	D.S.	RATIO
12	60	5.00:1
12	57	4.75:1
13	60	4.62:1*
12	54	4.50:1
13	57	4.38:1**
14	60	4.28:1†
13	54	4.15:1
14	57	4.07:1††
12	48	4.00:1
15	60	4.00:1
14	54	3.86:1
12	46	3.83:1
15	57	3.80:1
13	48	3.69:1
15	54	3.60:1
13	46	3.54:1
14	46	3.46:1
14	48	3.43:1
15	48	3.20:1
15	46	3.06:1

*Standard 100cc Gearing

**Ideal 100cc Gearing

†Standard 125cc Gearing

††Ideal 125cc Gearing

FINAL DRIVE RATIOS 175cc

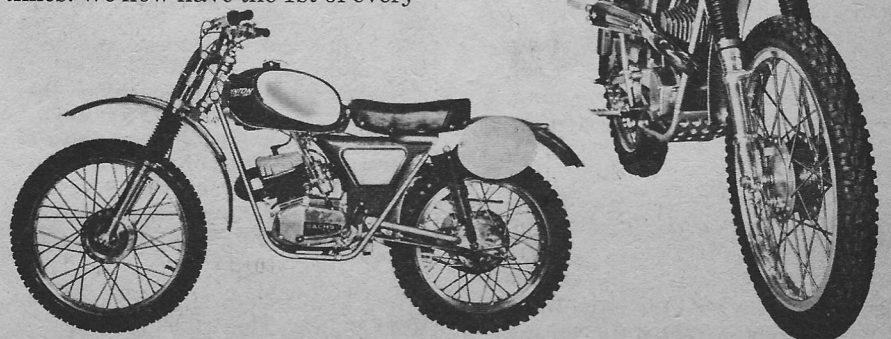
C.S.	D.S.	RATIO
11	60	5.45:1
12	60	5.00:1
13	60	4.62:1
12	55	4.58:1
11	55	5.00:1
13	55	4.23:1
11	52	4.72:1
12	52	4.33:1
13	52	4.00:1

FIRST PENTON MADE IS NOW RESTORED

Remember that first Penton? Back in '67 it came out and has since changed the whole concept of cycle racing. We were able to obtain the first one sold and have restored it back to its shining best.

The real interesting thing about that first Penton is that it was still being used in races. That's over six years of competition. During that time it changed hands about three times. We now have the 1st of every

major model change bike Penton has made. When we someday get our museum or showroom, we will put them permanently on display.



ENDURO- TRIALS TALK



FLASH PENTONS SWEEP 1st NATIONAL ENDURO

Chipola, Louisiana, Jan. 21, '73. The first national of the year was a smashing success for Penton cycles with the first 3 overall positions going to Pentons. Jack Penton took his 175cc Jackpiner to the top position for his first national enduro win. Michigan flyer, Lenny Keen took the 2nd overall position on his 125cc Six-Day and Tom Penton took 3rd overall on his 125cc Six-Day. Doug Wilford won the 125cc class also on his 125 Six-Day. Over 600 riders battled the Louisiana swamps in the 100 mile run.

DANNY YOUNG DISPLAYS PENTON WINNING POWER



In December 1971, Honda Hut of Bowling Green, Kentucky sold a 125cc Penton to a Bowling Green rider by the name of Danny Young. Danny, a student at Western Kentucky University majoring in Engineering, has been riding other brands of motorcycles for several years but had never ridden a Penton until a short time before his purchase. I might say that from the time he first rode the demonstrator, he was sold on Pentons.

During the year 1972, Danny has used his 125cc for enduros and a Honda Hut 100cc Penton for motocrosses. I feel that you will be interested in the following accomplishments which Danny has made during this twelve-month period.

1. Georgia Crackers National, Dalton, Ga. - 1st place 125cc Class, B rider.

2. Lonesome Pine Two-Day National - Bronze Medal.

3. Hungry Creek 100, Red Boiling Springs, Tenn. - 3rd in the 125cc Class behind Doug Wilford and Jeff Penton. 6th overall.

4. Little Harpeth Enduro, Nashville, Tenn., 2nd in the 125cc Class.

5. Black Coal National Enduro - 1st place in 100-200cc Class, B rider and also received high scoring Penton trophy.

6. Daniel Boone Enduro, Princeton, Ky., 2nd place in the 125cc Class.

7. Twin States 100cc enduro, Cadiz, Ky., - 2nd place in the 125cc Class.

8. Yellow Bank 100, Owensboro, Ky., 1st in 125cc Class and 4th overall.

9. Ridden four hare scrambles, winning first in the 125cc class in each of the four.

This is probably the most promising young enduro rider in our area, and since he is a true Penton rider, I thought you would like to have this information.

Henry Carlisle, Jr., Honda Hut, Bowling Green, Ky.

ATTENTION ALL TRIALS RIDERS

If any of you Penton riders are planning on riding the 2-Day ISDT qualifiers this year, we have just received information of the very first one.

It is being sponsored by the Fort Hood Dirt Riders Association and will be held in Fort Hood, Texas, March 31 and April 1. You don't have to be a super trials rider to get in this race as they are accepting 600 entries. This is your chance to try your luck and skill for a possible 6-Day ride. They are accepting individual entries, 3-man club team entries and 6-man factory team entries.

The impound area opens Friday at 7:00 A.M. and closes Friday midnight. All bikes must be inspected and sealed during that time. The race starts Saturday morning. The first day consists of 200 miles and 5 special tests. The second day will also be 200 miles but on all new

terrain with 6 special tests.

They have a crew of 800 people helping to make this race a big success. They are allowing your support crews to move about the course in order to give you the best assistance that the rules will allow.

Sunday night after the event there will be an award banquet hosted by Corp. Commander Lt. Gen. for the riders and friends. The army mess hall will be open for lunch.

For entries write to: Race Director, Capt. Jay Hickey, P.O. Box A, Fort Hood, Texas 76541.

Bob Hanna on his 125cc Penton Trials machines captured the overall position in the observed trials sponsored by the New Orleans Trials Association. His Penton colleagues assisted him in making it a grand Penton day with Don Burgess winning the expert class on his Penton, Bob Lagman won the 125cc Class on his Penton, Robbie Burgess won 3rd Place in the 125cc Class on his Penton and Paul Tassin won the 250cc Class on his Penton.

Chuck Donaldson of Coffeyville, Kansas dominated the 200cc Class in the Tulsa, Oklahoma Enduro at the John Zinc Ranch. With Chuck aboard his 175cc Penton he beat out over 200 riders in order to capture the lightweight title.

ISDT QUALIFIER TRIALS

The dates and sponsoring clubs of the 1973 two day qualifying trials are listed below. Location and entry information may be obtained by writing to these clubs. Additional qualifying trials, if any, will be announced.

March 31-April 1
Fort Hood Dirt Riders
P.O. Drawer A
Fort Hood, Texas 76544

April 7-8
Midwest Enduro Team
Potosi Stumpjumper
106 E. High St.
Potosi, Mo. 63664

May 12-13
Motorcycle Activities Club
P.O. Box 652
McMinnville, Ore. 97128
May 19-20
Pacific Northwest Trials Assn.
P.O. Box 131
Weston, Ore. 97886

June 23-24
Sunland Shamrocks
P.O. Box 515
Sunland, Ca. 91040
July 7-8
South Jersey Enduro Riders
P.O. Box 573
Mt. Holly, N.J. 08060

MOTO CROSS TALK

FLORIDA WINNER M-X SERIES NOW UNDERWAY

The 2nd Annual Winter M-X series in Florida started Jan. 28 and will finish up at Daytona on March 10th.

The series will be made up of a total of seven races, the first six of which will be qualifiers for the seventh, the \$10,000 National at Daytona. The other six races will have a guaranteed \$2,400 purse plus contingencies.

Classes will be 0 to 250cc Novice and 301 to Open Expert for the first six races. At Daytona the 250 class will also be open to Experts.

Except for Daytona's National, the other six races will have Amateur races on the Saturdays preceding Sunday's Professional races. The six race Amateur series will crown a 125, 250 and Open class Winter-AMA Amateur Champion.

FLORIDA WINTER-AMA SERIES

Jan. 27, 28	Orlando	\$2,400
Feb. 3, 4	Jacksonville	\$2,400
Feb. 10, 11	Tallahassee	\$2,400
Feb. 17, 18	St. Petersburg	\$2,400
Feb. 24, 25	Hialeah	\$2,400
Mar. 3, 4	Ft. Pierce	\$2,400
Mar. 10	Daytona	\$10,000

WHEN IT HURTS SAY OUCH!

Reflecting to sunny California. From my berth in Ohio, I often read the West's sunny weekly Cycle News West and the more I read the more I am amazed. The number of race sanctioning organizations is enough to scare the average Joe Blow. With the initials running the gamut from A to Z a few are CRC, AME, ACE, ARA, DRA, CMC, SRA, AMC, AMA, HRA, MRA and who knows what the hell else. What is really scary is the entry fees to go to a sportsman race; not much is below \$5.00 and most run to the tune of a \$10.00 fee! Either everybody is making a fortune in the West or someone is getting raked over the coals with entry fees for the amateur events. And can you imagine the credit card holder you would need for all those membership cards!

TRUMAN "PEE WEE" DIETZWAY BLASTS MARYLAND M-X's

1st place wins for Pee Wee on his 125cc Penton: 9/17 - Bausum Farm, 10/15 - Budd's Creek, 10/22 - Waldorf, 10/29 - Budd's Creek, 12/17 - Bausum Farm.

DANNY LaPORTE ON A NEW PENTON

We just received a registration card from Elsinore 125cc winner Danny LaPorte for a new 125cc Penton. Apparently he is putting it to good use as he took the 125 Ex. Class at Corona, Ca. on Dec. 30 and followed Chuck Bower home at the Jan. 21 Saddleback Park M-X in the 125 Ex. class.

BRUCE MacDOUGAL WAILING ON PENTON

Bruce, who rides with Chuck Bower, who is enough competition, is really coming on strong. He took a good win at Corona, Ca. in the 125 Ex. Class over Honda factory rider Bruce Baron on Jan. 5th. Bruce's other sidekick, Jeff Vidic doesn't let any grass grow between them and pulled out a win at Corona on Dec. 29th, over who else, but Bruce MacD.

MOTO CROSS

The Motocrossers lined up for the 125 race,
I jumped on my Penton and took my place;

With bikes in gear and engines roaring,
The snap of the band sent us soaring;

Off the line and across the track,
After this there could be no turning back;

Three bikes beat me around the turn,
From now on the Penton had to burn;

At the end of this heat I was number two,
It was time to rest and think what to do;

In heat number two I began to see,
A fast CZ in front of me;

I pushed him hard and it was done,
In this heat I came in number one;

Heat number three would decide the fate,
I could win this race if I didnt come in late;

Ahead of me and off the line,
There was CZ Number Nine;

The Penton was ready, the rider too,
We made up our mind what we had to do;

Turn on the Penton, settle down on my seat,
And thats the way the CZ got beat;

Up to the finish line, my work was done,
For the 125 race I was number one.

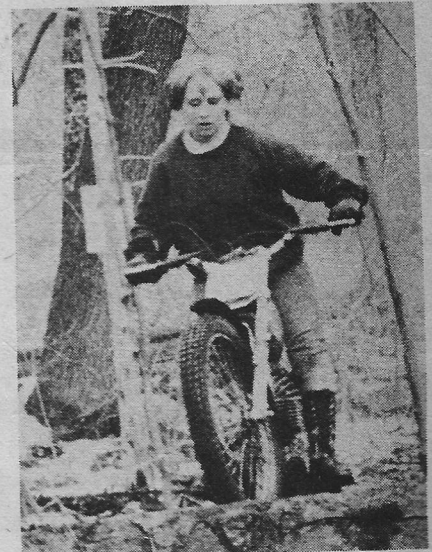
Georgia Racer

PENTON JOINS THE LIBERATION MOVEMENT

Marcia Holley, stunt woman, campaigns her 125 Penton in the local moto-crosses in California. At the SRA Grand Prix in Riverside 30 girls competed in the Powder Puff Class with Nancy Thomas finishing first on her new 125 Penton, Marcia Holley finished second and Sue Van Buskirk finished fourth also on a Penton. Marcia also competed with 52 other girls in the Hopetown Grand Prix and finished 5th on her Penton.

Female Penton rider, Ann Adair, has made quite a name for herself in the South. She won the Powder Puff Class in the Swamp Fox Enduro in South Carolina and was awarded by the AMA to be the North & South Carolina Champion Powder Puffer.

Congratulations girls. Keep that Penton Powder Puffer Power going.

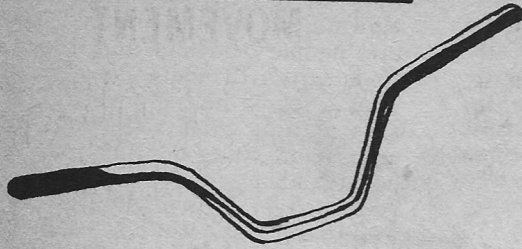
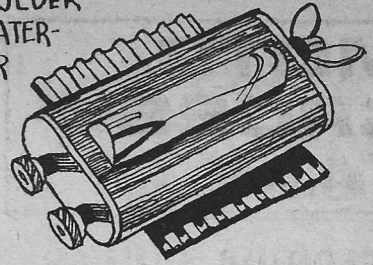


Lady Trials rider, Doris Swartz of Penn. maneuvered her 125 Penton Trials machine to a 6th place win in the Amateur Class at the Candytown Observed Trials.



New Products

ALUMINUM ROUTE HOLDER
MAGNIFYING LENS, WATER-
TIGHT, CLAMPS TO BAR



32" CHROME MOLY
ENDURO BARS

NYLON SUIT WITH CLOTH
LINING, WATERPROOF AND
ALL COLORS AND SIZES

INSIDE DRAWSTRING AT
THE WAIST

SUITS ARE MACHINE
WASHABLE

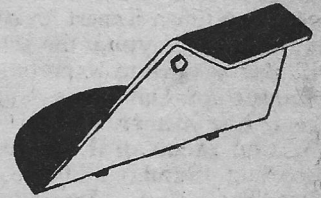
ADJUSTABLE SLEEVES

TUNIC COLOR IS ADJUSTABLE

BACK HAS YOKE WITH HIDDEN
VENTILATION ZIPPER

ROOMY POCKETS WITH
PLEATS, DOUBLE SNAPS

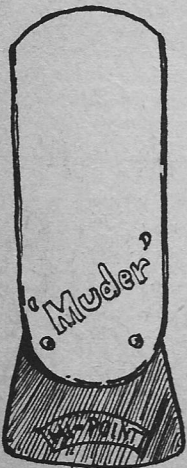
ZIPPERED FRONT
WITH SNAPS



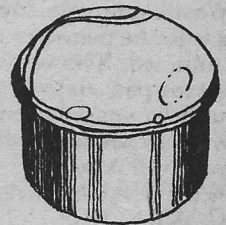
ALUMINUM SKID PLATE
FOR ALL CMF PENTONS

DOUBLE THICKNESS AT CROTCH
AND KNEES

NEW PETTY "MUDER"
FENDERS IN ALL
COLORS, UNBREAKABLE.
HI-POINT FENDER
FLAPS NOW IN 3 SIZES,
ALL COLORS



ALUMINUM WATCH
HOLDER WITH
MAGNIFYING LENS



LEG ADJUST-
MENTS

17 JEWEL SHOCKPROOF
WATCH. MINUTES AND
SECONDS MARKED



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OWNERS MAIL CALL



Dear Mr. Penton:

I was very surprised to receive my first issue of "Keeping Track". It is very gratifying to know that you are concerned about the people who purchase your "superbike". It is dealers and manufacturers like yourself, who keep the business of motorcycles going. Most dealers don't care about the person after the sale is made. Here, in Huntington, we have a Penton Club. The members of the club only ride Pentons and every moto-cross the only top five places were Pentons. Out of twenty motocrossers our club collected 43 trophies. We can only contribute our success to the Pentons we ride. I would like to thank you for designing a champion of champions for champions.

Sincerely,
A satisfied customer
Lester Williams

Huntington, Ind.

Dear Mr. Penton:

Wow! What a great idea "Keeping Track". My husband and I were tickled to receive our first copy today and I just completed reading every line.

We owners have really needed a personal mailer. A lot of important information you all include in your service bulletins, never gets read by us owners. Keeping Track should keep us well on top of it all, news and maintenance.

I have an interesting discovery, maybe worth putting in your technical column or somewhere. My super wrench (rider's wrench) that Ted sent me, fits the countershaft sprocket nut. I haven't tried it but a Penton riding buddy advised me of the new use. He said it worked real well. Mike and I are truly enjoying our wrenches that Ted sent us. And I

am very very proud to note that the wrench is now a regular Hi-Point product.

My husband and I competed in the 2nd annual Swamp Fox Enduro Dec. 3. It was definately my day, and not his. We always ride together, he on his 175, me on my 125. The competition came to an abrupt halt for us about 48 miles out in a huge drainage ditch. Mike badly dislocated his left shoulder and we slowly limped out of the woods and off to the nearest hospital.

I was much more fortunate than my "hubby". We had completed 4 checks before the crash, and my Powder Puff score on the four checks held up in the scoring. I received 1st place and a beautiful trophy which I am very proud of. The officials of the run informed me the win made me the AMA North & South Caroline 1972 Champion Powder Puffer (wow, what a title) and on a 125 CMF Penton - Yea Penton!!

We're looking forward to future monthly papers.

Sincerely,
Anne Adair
Charleston, S. C.

Dear Sir:

This is a letter from the wife of a Penton and Sachs man. At the races he's called the old man from Nawata, he is 36 years old. Right now he has 2 Pentons and 1 Sachs. He bought a 72 model this year. All total since 68 he has owned 6. He says nothing rides better and will not ride anything but a Penton. All he talks about are Pentons and how great a rider John Penton is. He's won 15 trophies in the last 3 months. He likes to moto-cross. This is a great sport and every man should try it especially on a Penton. I'm one wife who likes to see her husband have a good ride in a race and come home with a trophy on Sunday. He's talked three of our friends into buying Pentons. Motorcycling is a great sport. Our boy who is 10 likes to flat track so we're glad to see him like the sport too.

Penton Owners Wife
Jaynelle Buster
Nawata, Oklahoma

*Rudeness is a little man's
imitation of power.*



For our Southern California Penton owners, here's a picture of John Nagy of Amherst, Ohio winning overall at a local hare scrambles in January. The temperature is around 20° and that's all mud below!! The machine is a 125cc Penton!!



PENTON IMPORTS

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