

NO. 5 APRIL 1973

Keeping Track

The Penton Owners Monthly News Happening!



INSIDE:

**PENTON RIDERS AT
THE MINT 400**

GLIMPSES OF THE NEW 250cc

**RAY LOPEZ — WINNER OF THE
FIRST 125cc NATIONAL MOTO-CROSS
CHAMPIONSHIP**

*Ray Lopez
125cc National
Moto-X Champion
in action on his
Penton.*

RAY LOPEZ & PENTONS SWEEP 1st 125cc NATIONAL MOTO-CROSS CHAMPIONSHIP!



Ray Lopez heads for the win.

With a purse of \$3,200.00 and over 83 professional riders, the very first 125cc National Moto-Cross championship race was held March 18 at Arroya Park in Devore, California.

The race brought out the very best 125cc moto-cross stars and the entry list was a Who's Who of Western Stars. When the last checkered flag had fallen after all the heats, consultations and motos, one thing was certain. Penton racers had grabbed the lions share of the national, placing five green machines in the top 10.

The most amazing thing is that none of the Penton riders are factory supported, but very serious privateers. The race of the day was between two of the world's best 125cc moto-crossers, Ray Lopez on his 125 Penton and Mettco mentor, Chuck Bower on his green machine. Both won a moto in the two moto final and Ray took all the marbles by a thin one point tally over Chuck for 1st place.

These Penton 125cc Moto-Cross racers are probably some of the best in the world and their skill on the small displacement bikes astonish even the hardened moto-cross observers. Penton winners who took home the lions share of the purse.

- 1st Ray Lopez
- 2nd Chuck Bower
- 5th Bruce McDougal
- 6th Bill Payne
- 9th Ed Cole

RAY LOPEZ CALIFORNIA'S WHIZ KID

16 year old Penton rider, Ray Lopez could make the old pros shake their heads in disbelief. Ray started riding at the age of seven and turned Expert at the age of 13, only after 10 months of competition.

Hailing from Hawthorn,

California, he has ridden every bike imaginable from the minor leagues of Japan to European's finest and claims Penton is the best handling racing bike he's ever ridden. In 1972 he won at the Ascot races nine weeks in a row and most recently won the

first 125cc Moto-Cross National on his 125 Penton beating out the very best California has to offer and that's alot. (story within)

Ray plans on riding the summer series and we plan to keep you informed of his accomplishments.

PENTON RIDERS AT THE mint 400 DESERT CLASSIC

March 19, 1973 marked the sixth running of the Mint 400. The Mint is a combination dune buggy and motorcycle racing held in or near Las Vegas, Nevada. 400 miles is a lot of desert and a lot of racing. This year the race consisted of two 200 mile laps with two riders changing off at every 100 miles or so. To keep pace with the fastest rider an average of almost 50 mph is necessary and for

the most, impossible. An improperly prepared bike, a streak of bad luck and an eye blink at the wrong time, could put an end to your day at the Mint and a big hole in your pocket. A \$375.00 entry fee is required to ride the Mint and only the very best and fastest riders (or richest) take their chances on this famous desert race.

THE TEAM OF CASEY FOLKS & TOM SCALES



The original desert rats Casey Folks and Tom Scales only had to go out their back door to the starting line to become the highest finishing Penton in the race and the first 175cc to come in 13th overall at the Mint.

Their immaculately prepared 175 showed the experience these two riders have with 4 Mints, 4 Snore 250s, the Mexican 1000 and Baja 500 under their belts.

Casey lives and works in Las Vegas where he owns and operates Sportsman Cycle Sales and naturally sells Pentons. Tom also lives in Las Vegas and is employed by Casey at his Cycle Shop. Congratulations to these two expert desert racers for their fine showing.



Jerry Chafon (left) teamed with Danny Young, both of Bowling Green, Kentucky and riding out of the Honda Hut, on a 175cc Penton. Jerry crashed bad and Danny took over and rode the last 286 miles by himself to finish 23rd. It was their first Mint and Danny's first taste of the desert.

18 Year old Mark Mason (right) of Las Vegas teamed with Carl Cranke on a 175cc. Mark is one of the fastest men in the desert and to see him fly will scare hell out of anyone. Mark and Carl moved up to 3rd overall only to be robbed of victory when engine failure halted their progress.



Penton riders Ken Coulter and Brian Dorrier from C & C Cycle Sales of Joplin, Mo. Brian is from Las Vegas and an experienced desert rider. This was Ken's first attempt at the Mint. They had engine problems on the 2nd lap.



Two of the youngest riders at the Mint were 18 year old Jeff Branson and 16 year old Dennis Davis riding out of Davis Bros. Cycle Shop in Bermuda, Arizona. This was the first Mint for both and not far from the finish engine failure put them out.

PENTON

PENTON

RESEARCH
DEVELOPMENT



**LET'S
DO IT
RIGHT**

by john cobb

AFTER THE RACE

Now that you won the race, how to prepare so you'll win next week again.

First, remove air box cover and filter, put rag in carburetor boot.

Next wash the bike as soon as possible. Right after the race is best. Because if it was a muddy race the mud will wash off faster while its wet. Wash the bike thoroughly, lay it on its side and wash underneath it. Pull the tank and seat off and wash them off. Remember if you wash it good when you are going over it and you find if you have to pull the engine it will be much easier because it is clean. Also it will save much time cleaning the outside of the engine after its out. Reinstall gas tank and start engine. Run for 10 minutes. Now that its clean lets start preparing it.

Leave the seat and tank off. Take the front and rear wheels off and check the bearings, clean the brakes. Grease the brake cam, making sure it is not too sloppy in the backing plate. With sand paper lightly sand the brake drums and shoes. Check the spokes and trueness of the rims. (I know most people don't have a wheel truing stand, but a vise will work.) Put the axle in the wheel and tighten the axle in the vise. Get a piece of wire and mount it along the work bench so its a little ways from the rim. Spin the wheel. Tighten spokes accordingly to true up rim. Check the tires for wear and cuts. Also be sure the valve stem isn't being pulled out by the tire spinning on the rim. On the rear wheel be sure and check the rubber bushings. If worn or cracked, replace them; it could save you buying a new rear hub later. Check the rear sprocket carrier bearings making sure they are tight and well greased. If you have to remove the bearings to

sure to heat the aluminum around the bearing and tap out lightly. If you don't take care doing this, the new bearings may be loose in the sprocket carrier.

Now, check sprocket teeth for wear.

While the rear wheel is off check swing arm and bushing. See if you can move the swing arm back and forth or sideways. If so, either the swing arm bolt is loose or bushings are bad. Check the shocks for being bent or leaking. Now you can replace the rear wheel. Don't put the chain back on yet. Wash it off good with solvent or gas and soak it in oil until you are ready to use the bike again.

While the front wheel is off, check the fork head bearings. If you have back and forth movement or tight spots, it's best to remove the triple clamps and inspect bearings and races. Repack and tighten them. If its been 4 or 5 races on the same fork oil, you should change it. Flush the forks out with solvent and refill. 135cc for the C.M.F. and 200cc for the steel gas tank model pre 71. Replace front wheel.

Remove the carburetor, clean and inspect thoroughly. Check air box for cracks, make sure there's no dirt inside, replace filter if necessary. If it's a muddy race, make sure the filter element is paper and is well sealed. Remember, care should be taken here. If dirt or water pass thru the filter and air box, it will ruin pistons, rings, rods and cylinders, just to name a few. So take care.

If you have about 6 races on the engine, pull the top end off and inspect cyl, piston, rings and rod for wear. Also take the tip off exhaust pipe and clean baffle in it. This can plug up causing poor engine performance.

After 3 or more races or enduro or any real wet race, you should change transmission oil. The best way is by

removing the clutch cover and tipping the motorcycle on it's side to drain oil. Doing it this way you can inspect the clutch gear and primary drive gear. With the cover off see if you can tip the clutch wheel back and forth, if so, the bushing in it is probably bad and should be replaced. Before putting clutch cover back on, pour in $\frac{3}{4}$ Qt. of transmission oil. This is more than the book calls for but won't hurt a thing.

Pull mag cover off and inspect Motoplat, making sure its clean and dry. Leave the mag cover off until you are ready to race again. This will let everything dry out good. Check the front sprocket and teeth while the cover is off.

Check the coil mount, making sure its tight and grounded properly.

Now go over the whole bike checking and tightening every nut and bolt on it, making sure motor mount and swing bolts are tight. Reinstall gas tank making sure the padding is in the right place so the tank doesn't beat against the frame. Put foam rubber blocks between seat and tank and over (not in front of) air intake opening, now push seat in place and tighten. You should be pretty much ready to go. Don't forget to oil cables and levers. This sounds like alot of work, but if you want to be a winner it takes alot of work!!

WE'RE SORRY

For all of you Penton riders who expected to see a story on the Six-Days riders in this issue, we're sorry if we have disappointed you. We do promise you though, that the story will be in the May issue and hopefully we will be able to enlighten you more about what's happening on the trials scene.

\$100.00 REWARD FOR STOLEN PENTON

Dwight Norris of Canton, Ohio is offering a \$100.00 reward to anyone who can give him information leading to the recovery of his stolen Penton. The bike is a 1972 Penton 125cc, Serial No. 10950989. Distinguishing features are: it has a points ignition system, it has no heat shield, a Preston Petty front gray fender and a Yamaha kill switch.

If anyone has seen this bike or know of its whereabouts, please contact: Dwight Norris, 2709 38th St. N.W., Canton, Ohio 44709, Phone No.: (216) 492-5861.



It's been almost three weeks since I had my knee overhauled and I think the doctors did a great job. I can only say at this time the thing feels better today than it has for seven years.

Yesterday, I returned from the Fort Hood Trials, where the first Six-Days qualifier took place on Saturday & Sunday.

A quick comment on the trials would be that it was a good trials, and that the Penton representation did a tremendous job. Most gratifying was the large entry of private Pentons. I think this only reflects the qualities and abilities of our bikes to do the job that has to be done in a difficult competition such as in the Fort Hood Dirt Riders Trials.

Undoubtedly, the most spectacular rider of the trials was Carl Cranke. Carl rode his 250cc Penton for two solid days without a rear brake; setting fastest times in all special tests but one cross country test. He received high bonus points in the complete trials, only to be deprived of a gold medal and total victory by a screw-up on a time check which claimed him to have been seven minutes late.

I make this statement only because all of the competitors present at the time of that check, witnessed Carl as having been there and checking out on his prescribed time. But, nevertheless, the records stood and Carl received a tremendous disappointment.

Jack, Dane and Billy Uhl all rode like the champions they rightfully are. Jack took his 175cc to 2nd place right behind Malcolm Smith on his 250cc Husky. Right behind Jack came Dane and Billy on their 100cc Pentons for 3rd and 4th overall.

I might mention the 250cc Penton at this time. We plan on going into

production within the next month which would mean a few would arrive by the beginning of summer. We have been riding the two show models that we got for Service School and we find them to be very competitive. Carl Cranke evaluates it as the best 250cc he has ridden to date, but still it is a pros bike. Nevertheless, it has power right from the beginning of the RPM range and the power goes to the ground.

Our 175cc is doing the job in everyway it was built to do and it's achievements are almost beyond approach. Jack's Fort Hood 175cc was a standard model right out of the box. What more could a rider ask for??

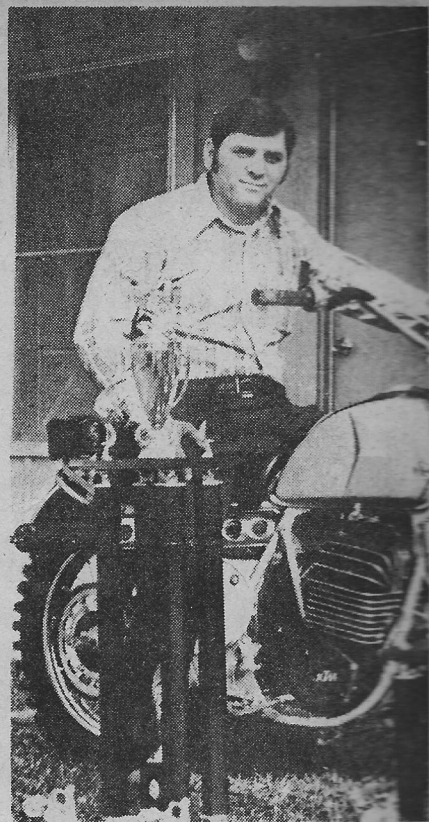
In closing I might mention, it's working around to be a terribly wet year. So, please all of you Penton riders, be sure you do your homework with bike maintenance. Make sure you read John Cobb's comments this month and follow his instructions closely on how to maintain and get your bike ready to race.

Hi-Point Accessories have now got in stock a complete line of nylon cables for Penton bikes and believe me they work super. So, I might suggest that for the perfectionist, I would recommend nylon cables.

John Penton



John presenting Eric Trunkenpolz with plaque in his honor.



OVERALL WINNER

Johnny Solice of Natchitoches rests on the vehicle which won him these three trophies at the 19th District Championship at Chipola, La. last weekend. Solice won first place in the 175cc race and first place overall from the field of 366 in the 84-mile enduro riding the 175cc Penton Jackpine. Only 10 bikes finished in the latter event as John won with a time of nearly four hours.

ERIC TRUNKENPOLZ, PRESIDENT OF KTM, HONORED AT PENTON BANQUET

Lorain, Ohio 2/27 Mr. Trunkenpolz, President of the KTM Factory, where the Pentons are built, came to the U.S. to attend Daytona Speedweek and visit the Penton operations. With Mr. Trunkenpolz was Kolman Shay, Export Manager and Louis Morowitz, the KTM engine designer.

While here at Penton Imports in Lorain, John Penton hosted a banquet in Mr. Trunkenpolz's honor with all the Penton Imports employees. John presented Mr. Trunkenpolz with an engraved plaque of the '72 Trophy Team in appreciation for Mr. Trunkenpolz dedication, development and promotion of the United States Trophy Team in Czechoslovakia.

MOTO CROSS TALK

PENTON MX-250 WINS DEBUT

Reprinted from *The Sacramento Union*,
Tuesday, March 6, 1973

By Dennis Searles
Staff Writer

Carl Cranke rode the Penton 250cc production prototype moto cross racer to a runaway victory in the machine's West Coast competitive debut Sunday at Plymouth.

The unveiling of Penton's newest and largest racer was an unexpected bonus for Auburn Motorcycle Club, who sponsored the moto cross meet at Plymouth.

The Auburn M-C had been denied use permits on two other race sites before reaching agreement on the Plymouth course. Those delays set up the Penton debut.

The 250cc Penton MX was airfreighted in to Sacramento less than 24 hours before Sunday's race.

Cranke, now service manager for Penton West and a long-time competitive rider on the Penton bikes, said the 250 didn't look like it had ever even been started up when it arrived Saturday.

Despite no break-in time or familiarization with the prototype bike, Cranke went out the next day and won both legs of the 250cc expert moto cross event at Plymouth.

That Penton victory left the District 36 debut of Honda's new two-stroke Elsinore-CR moto crosser faded in the sunset.

Woodland rider Dale Stetler — a young, hard-charging hotshoe — fell and fell and fell trying to push the new Honda past Cranke.

Granted, the outcome of the duel between these two new generation racing machines was overshadowed by Cranke's vaster riding experience. He won a gold medal last September at the International Six Days Trials in Czechoslovakia as a member of the U.S. Trophy Team, for example.

But Cranke was ready to pass out cigars after that clear-cut victory Sunday at Plymouth.

"We'd been waiting for it a long, long time," Cranke said following

the race.

It won't be on the showroom floors 'till summer at the earliest. It will be Penton's largest displacement machine. The biggest present model is 175cc.

Here is Cranke's trial-by-combat evaluation of Penton's new 250cc moto-crosser:

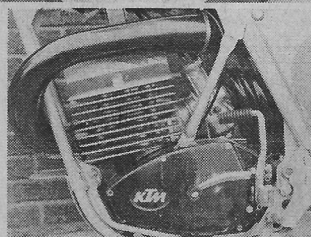
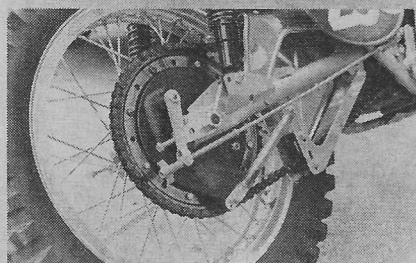
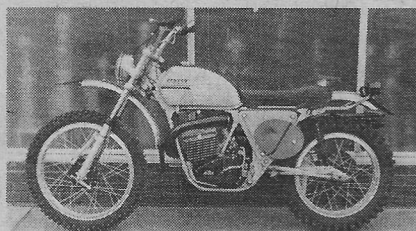
"It worked real good. I'm real happy with it. Lot's of good low end (torque). Easy to ride. Handles real well.

"Everything's different on it, except the gas tank and seat.

"It's got a unique piston port layout not used before. I can't understand why it works so good. But God, It works fantastic — right from the bottom."

That piston porting — no reed valves — muscles out a dynamometer test 34 horsepower at the crankshaft from 15 cubic inches. The borestroke ratio is oversquare at 71 x 62 mm.

And there is a six-speed transmission to keep a maximum of those 34 horses going to the back wheel over the climbing, diving roughshod terrain that is a moto cross course.



We have available a brand new Hi-Point Accessory Catalog with 34 pages of accessories for your Penton or Husqvarna, plus riding apparel and enduro or moto-cross goodies. Send \$1.00 for your own personal catalog to: Hi-Point Accessories, 3709 West Erie Ave., Lorain, Ohio 44053.

ENDURO- TRIALS TALK



SHERRILL KENNEDY WINS ALLIGATOR

Sherrill Kennedy took his 175cc Jackpiner to top spot at the annual Alligator Enduro held during Daytona Speedweek. The course was wet but dryer than usual. Other Penton Gator whippers were:

0 - 200 A - 1st Jack Penton
0 - 200 B - 1st Jim English
101 - 125 B - 2nd Bill Uhl, 5th Ed Butcher
126 - 175 B - 1st Kirk Braden, 4th Sonny Fussell

Terry Chandler of Lithopolis, Ohio took three first places in the 175cc Class at the Jackson Lake Moto-Cross on April 1 on his 175 Penton. It seems Terry has only been beaten once in his last eight races.

ROY SHERIDAN WINS OVERALL ON 100cc

Roy Sheridan and the 100cc Berkshire, far away from the area it was named after, won the overall sweepstakes at the Chaparrals Coyote Enduro at Twenty-Nine Palms, California on March 4th. According to Ron Schneiders, Western Correspondent, it was a great victory for a 100cc machine in this tough enduro. The flip card system was used and scores were announced the same day. Other Penton winners were:

Joe LaPorte, A - light - 2nd., 10 overall

Fred Hayes, A - light - 4th., 12th overall

Mike Godfrey, B-light - 1st.

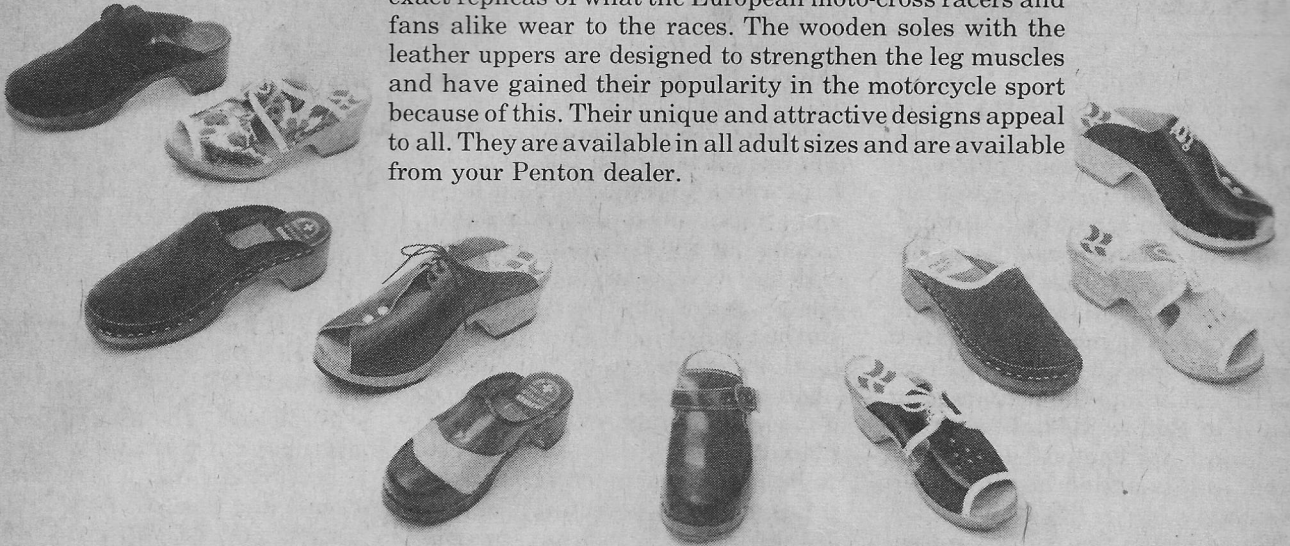
Jeff Heininger won the 125cc class on his 125cc Penton and placed 3rd overall at the Soboba Grand Prix held at Soboba Indian Reservation in California. Other high Penton placers were Mike Clancy and Jeff Bowles.

STONE MOUNTAIN MIX-UP

Results still have not been released from the 3rd national enduro of the year, the Stone Mtn. 100. Seems their computer system failed. They had Ron Bohn winning overall and I believe that will hold.

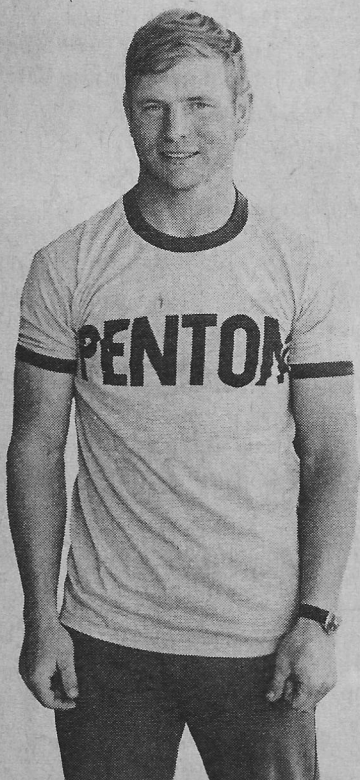
NEW HI-POINT ORTHOPEDIC CLOGS NOW AT YOUR DEALERS

The latest thing in men's and women's shoe fashions . . . Orthopedic Clogs, straight from Europe. These clogs are exact replicas of what the European moto-cross racers and fans alike wear to the races. The wooden soles with the leather uppers are designed to strengthen the leg muscles and have gained their popularity in the motorcycle sport because of this. Their unique and attractive designs appeal to all. They are available in all adult sizes and are available from your Penton dealer.

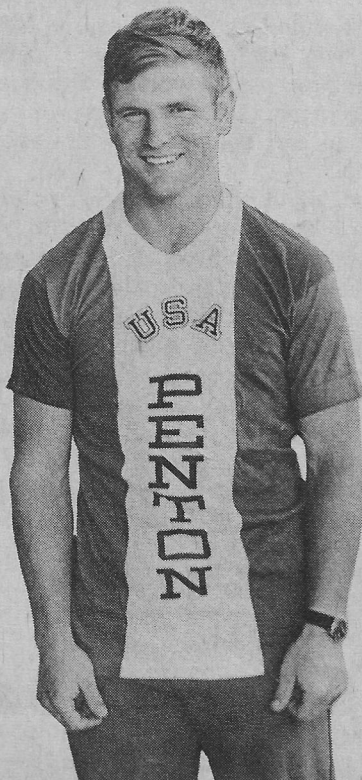


COLORFUL NEW PENTON "T" SHIRTS

We now have available new Penton "T" Shirts in many different colors and styles. These shirts are all colorfast, made of cotton and are machine washable. You can purchase them from your Penton dealer. Available in sizes small, medium & large.



Available in either green or blue with matching trim. Penton is in black letters.



For our patriotic Penton fans a Penton shirt in red, white and blue.



This "T" Shirt is red, gold and green for you that like a lot of color in your apparel.

OWNERS MAIL CALL



Mr. John Penton:

I have been riding bikes for 10 years. Purchased a 175cc Jackpiner from Triple K Cycles at Coffeyville, Nov. 29-72. We have ridden 3 enduros, 4 hare scrambles, 1 motocross and several Sundays in the woods, the Penton has never let me down, finishing all the contests and with trophies in most. We as riders appreciate the quality and dependability built into the Pentons. Our dealer at Coffeyville has bent over backwards for Penton riders in this area, and is active in promoting events.

Would like to thank Penton Central at Amarillo for the Penton jersey.

Just one more thing, we need some advise on rear wheel brakes. To replace brake shoes before you replace a piston seems strange.

Thanks again,
Chuck Donaldson
Coffeyville, Kan.

Dear Chuck:

Thanks for the letter. The brake shoe problem can be solved. Right now at our R & D Center we are center grinding all replacement brake shoes. What happens is the shoes are not perfectly fit to the brake hub and have high spots. This causes the shoes to wear rapidly. What you can do to correct this is when replacing shoes put them in the wheel and run the machine with the brake on a little. Then remove the shoes and file down the high spots. This will allow more lining to contact the drum resulting in less wear.

John Cobb

Dear "Keeping Track":

On Feb. 20th we sold a 175 Jackpiner to a young man by the name of Jeff Thompson. Our shop instructed him on break in, etc. Jeff rode the bike about two hours and decided it was time to race! Here in Iowa, our season doesn't open until the first part of April, so Jeff and a couple of friends went to Blue Springs, Missouri on Feb. 24th. To his surprise they did not have a 175 class to ride in, so this young man entered the 250 B class.

Before we tell you what happened lets go back a ways. Jeff rode a 175 Bul last season here in Iowa, and the local dealer tried to get him to buy another one this year, by running down our Penton. We merely explained to Jeff that he would be getting the best machine he could buy, if he decided on a Penton.

Jeff readily admitted his uneasiness about running in the 250 class at Blue Springs, but after the flag dropped, he stole the show by winning all 3 motos going away. On March 11th he decided to go back down to Blue Springs and race again. It had been a rather wet week and not many riders had shown up. The 250 and open class were run together and again Jeff won — Not only won, but lapped all but 2 riders in the process. We will be writing in more information on this young man as our season here in Iowa opens.

Two of our new customers that have bought Pentons wanted them street legal. We have every law you can think of here except for having a battery. For all you dealers and riders who want a street legal bike, wire in a Yamaha front brake switch (works very good) and a Hell-a rear stop light switch. Also add a different taillight, horn and mirror and your ready for inspection. Of course this raises the price somewhat, but it really helps the

person that doesn't have a truck or trailer.

Mike Page
Mid-Iowa Cycle Sales
Des Moines, Iowa

Thanks Mike for your story on Jeff and your comments on making a street legal Penton. I am assuming that the instructions for making a Penton street legal applies not only to our Iowa riders but a lot of other states too, but I would strongly suggest you check the laws in your state before you make your Penton street legal.

MOTORCYCLE RACING RECEIVES NETWORK RADIO EXPOSURE

A break through for the motorcycle industry and for motorcycle fans . . . motorcycle events and race results will now be announced on Mutual Network radio stations twice weekly.

Speedway Sports is aired twice each week-end on some 500 Mutual Network affiliate stations nationwide and will now include in it's program motorcycle news and events. Broadcasts times are 3:36 p.m. Friday EST or 11:36 a.m. Saturday for the first of the two week-end shows. The second week-end show will be aired at 7:35 p.m. Sunday EST or 11:36 a.m. Monday EST.

More info and results in next months issue on the 2-ISDT qualifiers in Texas and Missouri. Presstime Bulletins

Unofficial results to date of Red Garter 125 mile National Enduro in California.

BLT.WT. Rick Munyon Pen. Team Winners: Carl Price, Pen., Fred Hayes, Pen., Gary Caulkins, Pen., more in next issue.

Bad Mountain Enduro, Red Mountain, California, 1st A/L Carl Price, 2nd overall, Pen., 1st B/T Rick Munyon, 5th overall, Pen., 1st A/L Marv Munyon, 10th overall, Pen.



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