

NO. 6, MAY, 1973

Keeping Track

The Penton Owners Monthly News Happening!



INSIDE:

**SELECTING THE
ISDT TROPHY TEAM**

**RICK MUNYON WINS 2nd
NATIONAL ENDURO FOR PENTON**

PLUS WINS, SERVICE TIPS AND LOTS MORE!

FLASH! Penton Cycles win the 2nd ISDT qualifier this year. Jeff Penton drove his 175cc Penton to the overall win at Trask Mtn. May 12 & 13.

Rick Munyon Wins Red Garter Nat.



17 year old Rick Munyon has got to go down in history (unofficially) as being the youngest rider to ever win a national enduro. There are thousands of enduro riders that participate for years and years in hopes of winning a national enduro and few seldom do, because enduro riding is not a sport to be taken lightly. It takes a combination of good timing, good riding, good physical condition and maybe even luck plays a pretty important part in it too.

Rick Munyon couldn't exactly be called lucky. As the overall winner

of the Red Garter National Enduro on a 125 Penton, good riding and good timing as to be the secret of his success. The event took place in the Mojave Desert near Red Mtn., Cal., with lots of rocks and deep sand to challenge the rider. There were several riders who turned in 0 scores in this event, in which case the overall winner was determined by seconds rather than points.

Hailing from San Gabriel, Cal., Rick is a Junior in High School where he is a varsity football back, which undoubtedly aids in his physical fitness.

In addition to his Red Garter National win, Rick also was 1st 125 machine in the Bad Mtn. Enduro and placed 5th overall and first father & son team; he was first 125 machine at the Prospectors Gold Rush enduro and placed 4th 125 in the Hi Mountain Enduro.

He has owned several other bikes before he got his Penton three months ago, but claims that his Penton handles great in any terrain and is the best bike he has ever owned.

Rick will be riding Trask Mtn. (ISDT qualifier) May 12 & 13; look for his name in the results.

Penton Sweeps Mini Mint

First time desert racers, Geoff Singer and Jon Hewitt, both 12 years old, were the winners of the Mini Mint. They were riding a Penton 100 for Collins and Son of Anaheim, Cal. The Mini Mint was part of the program of the Mint 400 and was run just before the big event.



RESEARCH
PENTON
DEVELOPMENT



LET'S DO IT RIGHT

by john cobb

Well, we're into our season now. With summer coming, the work at R & D is starting to pile up. All of the Six-Day riders are experimenting with different ideas; making the brakes work better, trying our Hi-Point tires and different gear combinations.

The Service Dept. is busy repairing engines, cranks, cylinders, etc. to name a few of the problems or work that we've been getting. First, it's muddy and wet this time of the year, (if you live in Ohio, it's muddy and wet year around.) You have to waterproof awful good. If you fail to take the time to do this, it could cost you a lot. Most of our work could be avoided, if you would waterproof and prepare your bikes properly.

Most of the connecting rod work that we do is from people sucking dirt and water thru the engine. Pistons wear very fast from this mud and water abuse. One hare scrambles can completely ruin an engine. If you think you sucked any dirt or water thru your engine, be sure and pull the top end off. Check the piston for wear and cracks. Check the connecting rod by seeing if it has any up and down movement and in the primary drive gear or Motoplatt flywheel. If you cannot perform this work, take it to your dealer.

A lot of work we get in for warranty or people calling about warranty should never be. Things like busted piston skirts, up and down in rods, and bearings, can be avoided if you take the time before a race to check your bike out.

We've had some problem with the exhaust web on the 175cc engine. It would cave in somewhat, letting the rings catch the exhaust port. This ruins a piston and at times a cylinder. So when you pull your 175 top end off or if it's making noise, pull the cylinder off and check it. Just sight down the exhaust web to see if it's caving in. To stop this, we

now chamfer the rings. The rings are moly filled with cast iron on each side of them. We grind these on a special wheel. They are only chamfered where the exhaust web is. These are just a few things most customers never hear of. But, we're working with things of this nature all the time to keep our bike on top.

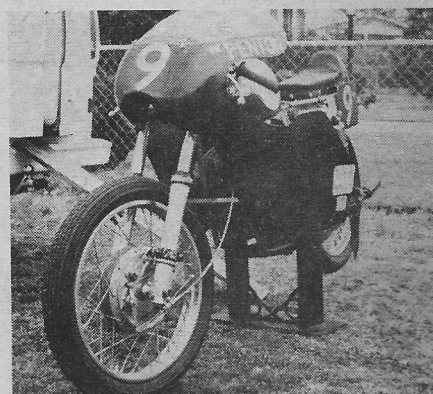
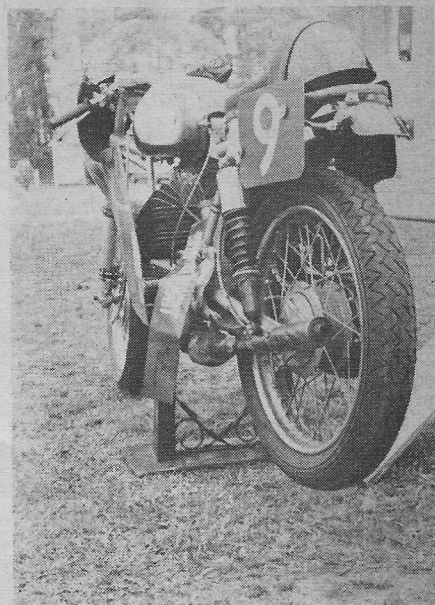
Also, we're working on our 152cc Trials bike. It's getting pretty neat now. It has a cast iron cylinder with a small sunburst head, and seems to pull good from the bottom of the RPM range.

People I have talked to on the phone seem real happy with our Hi-Point tires. I have weighed them and they are lighter, which is good for moto-cross.

If your bike seems to vibrate, check all the nuts and bolts and swing arm bolt. If they all seem tight, and it still vibrates, look closely at the threaded part of the frame where the swing arm bolt tightens up. Make sure none of the weld around the threads is intruding into the threads, stopping the bolt from tightening. If so, take the bolt out and with a 14mm x 1.5 die, true up threads on the bolt, and with a tap of the same size, chase the threads in the frame. If welds intrudes quite a bit, grind weld out of threads. To do the threads in the frame, you have to pull the swing arm, and on the 100 & 125's you pull out rear motor mount box. It sounds like a lot of work, but it's worth it if you have this problem.

Note to Nancy Thomas: We appreciate your letters and enjoy reading them. Check out the Busted Piston medal winners. Karol DeGraw, bronze medal winner, is a female, from Michigan. She's been showing the way around the East and Midwest for a long time. We were happy when she decided to switch to Penton.

NEW PENTON ROAD RACER??

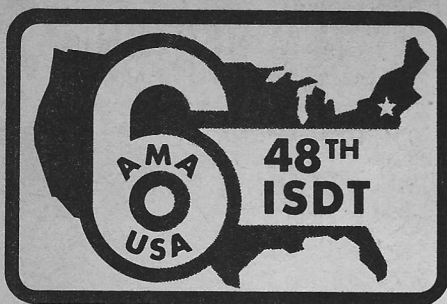


I know we stress the versatility of the Penton cycles and make claims that it is competitive in a lot of different types of competition, but I dare say, either we have been selling the Penton short or we have been playing in the dirt too long to realize the Penton is also a road racer. Watch out Yamaha, here we come.

Fred Veator of Warner Robins, Ga. could see the possibilities his Penton offered him for a road racing machine. Not only could he see it, but he converted his old model enduro machine to the newest innovation in the cycle industry, a Penton Road Racer, and raced it in the Sportsman Class at the famous Daytona Road Race on March 7th.

He put on a set of road racing tires, Honda foot pegs, a faring, clip-on bars, a road racing seat and claims his Penton Road Racer looked as good as any racer at Daytona.

He wasn't boss, but Fred did take 13th place out of a field of 45. That's not too shabby for the proto road racer.



For the benefit of those of you who are not familiar with the International Six-Days Trial or do not completely understand what it is all about, here is a brief explanation.

The International Six-Days Trial has been dubbed the "ISDT" or "Six-Days". What it is...is six days of cross country competition on a time schedule and special riding tests, contested by selected riders from many countries. Each participating country selects six men for what is termed the "Trophy Team" and the team that finishes with the fewest penalty marks and the best special tests scores is the winner of the ISDT. In addition to the Trophy Team each country is allowed two four-man teams termed "Vase A and Vase B Teams", and "Club Teams". Each rider is also awarded a gold, silver or bronze medal for his individual performance; 0 points lost to receive a gold medal, no more than 25 points lost to receive a silver medal, and to finish the event without being no more than one hour late wins you a bronze medal.

As we announced earlier the contenders for the Trophy Team are Bill Uhl, Dane Leimbach, Tom Clark, Carl Cranke, Doug Wilford and Tom, Jeff and Jack Penton. We won't know exactly who will be riding on the team until after this year's ISDT qualifiers, which are now in effect. The first of the seven 2-day qualifying series was March 31 and the last one will end on July 1.

The first of the two-day qualifying trials was held in Fort Hood, Texas and offered many surprises to 220 unsuspecting riders. Competition was at an all time high and was only matched by the number of injuries resulting from the race. The Old "determination" drove too many too hard and the consealed tank ditches claimed its share of victims.

The above mentioned riders were all competing for a spot on the Trophy Team and as John Penton stated in last month's issue there was a discrepancy in Carl Cranke's score that was never justified and because of this we were not rightfully awarded the overall win, but never the less, we fared pretty well.

Jack Penton came in 2nd overall and winner of the 175cc Class, Dane Leimbach came in 3rd overall and winner of the 100cc Class, Bill Uhl came in 4th overall and 2nd in the 100cc Class with Jeff Penton right behind him for the 3rd position in that class. We won a total of seven gold medals; the above mentioned riders all won gold medals, plus Jim Hollander, Mike Lewis and Vern Street, independent Penton riders.

Carl Cranke was awarded a silver medal along with Paul Danik and Tom Clark; Doug Wilford picked up a bronze medal.

We suffered two injuries in the Fort Hood Trials with Tom Penton breaking his collar bone and Doug Wilford with a fractured wrist and a few cracked ribs. Both riders will heal in time to get in a few more qualifiers.

The 2nd ISDT qualifying trials, Busted Piston, Potosi, Mo. happened the weekend after the Fort Hood Trials. Just enough time to get the bikes ready and get to Missouri from Texas by Friday.

The Busted Piston didn't offer the many surprises the Fort Hood Trials did and the injuries weren't as prevalent. The trials did though offer the degree of difficulty necessary to separate the good from the excellent. There were 270 riders contesting this event with 93 of them making it to the finish line.



Jack Penton, defending last year's title, came through for the overall win and a gold medal, which we were especially pleased with. Penton riders also won four of the six gold medals won in the 125cc Class, that being Bill Uhl, Jeff Penton and independent riders Jim Hollander and Paul Danik. Tom Clark won a gold medal on a 175 Penton. There were five Penton riders competing for a spot on the Trophy Team, four of which won gold medals. Dane Leimbach a Trophy Team contender had some trouble just before the very last check of the second day and was unable to finish.

The Trade Team of Bill Uhl, Jim Hollander and Jack Penton was the winning Trade Team.

DANE LEIMBACH



Fort Hood, 3rd overall, gold medal, 100cc Class.

Dane Leimbach displaying the riding style that won him a gold medal in Czechoslovakia in 1972 riding on the U. S. Trophy Team. Dane was also a member of the Trophy Team in 1971 and won a gold medal that year at the Isle of Man.

Six of these

JEFF PENTON



Fort Hood, 4th overall, gold medal, 2nd-100cc Class.

Busted Piston, gold medal

Jeff Penton on the trail in Czechoslovakia on his way to winning a gold medal as a member of the 1972 Trophy Team. He was chosen to ride on the 1971 Trophy Team, but broke his foot just a short time before the Six-Days. He was a gold medal winner and a member of the Vase Team in Spain in 1970.

CARL CRANKE



Fort Hood, Silver Medal.

Carl Cranke, 1972 Trophy Team member competing in Czechoslovakia where he won a gold medal. This was Carl's first ISDT and because of his performance and his gold medal wins at Trask Mountain and Central Ohio Trials last year, he has been again chosen as a contender for the U. S. Trophy Team.

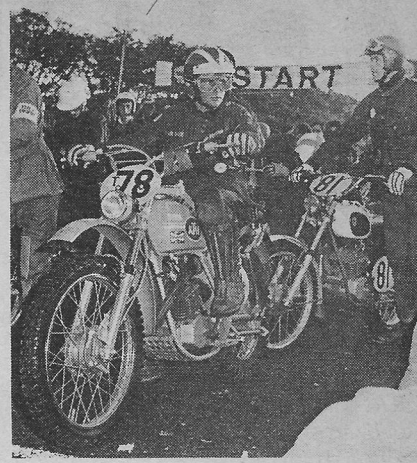
TOM CLARK



*Fort Hood, silver medal,
Busted Piston, gold medal*

Tom Clark, member of the 1972 Puch Vase Team, but was unable to finish due to mechanical problems on the last day. He was a gold medal winner at the Central Ohio 2-day qualifying trials.

TOM PENTON



Tom Penton, Trophy Team rider in the starting line-up at the Isle of Man in 1971. Tom won a gold medal that year, as he did in Spain in 1970 as a member of the Vase Team, he won a silver medal in Italy in 1968 and was the highest American finisher in that event. Tom was unable to compete in the Six-Days last year because of his commitment to the U. S. Air Force.

riders will be the U.S. Trophy Team...

JACK PENTON



Fort Hood, 2nd overall, gold medal, 175cc Class.

Busted Piston, 1st overall

Jack Penton, 1972 Trophy Team member competing in a special test in Czechoslovakia. He won a silver medal that year having lost his gold medal on the very last day of competition. He won a gold medal as a member of the Trophy Team at the Isle of Man in 1971 and became the youngest rider to ever win a gold medal at the ISDT. In 1970 he was a member of the Vase Team and won a bronze medal in Spain that year.

BILL UHL



*Fort Hood, gold medal,
Busted Piston, gold medal*

Bill Uhl competing in Czechoslovakia in 1972 as a member of the U. S. Trophy Team where he won a gold medal. Bill has more ISDT experience than any of the other contenders for the Trophy Team as he has ridden the Six-Days four times. He won a gold medal in Germany as an independent rider in 1969. In 1970 he was a member of the Puch Vase Team and won a bronze medal in Spain. Again in 1971 he was a member of the Puch Vase Team but was unable to finish due to mechanical problems.

DOUG WILFORD



Fort Hood, bronze medal.

Doug Wilford, competing in Spain as a member of the Penton Vase Team in 1970 where he won a bronze medal. He was the Trophy Team Manager in 1972 and the Penton team was awarded the Watling Trophy for the most meritorius performance under Doug's direction. While coaching the Trophy Team during the qualifying trials last year he was the winner of the Bad Rock Trials and won gold medals at the Busted Piston and Trask Mountain, which qualified him as a contender for the Trophy Team this year.



It is certainly interesting to watch the progressive development of the 125cc Class competition. At times it has been said that Penton is one of the bikes responsible for the development and forward movement of the serious 125cc Class in the U. S. Knowing the little progress that has ever been made in Europe, I am almost sure this is true.

Today in California, Texas, the South and generally most areas of the states the 125cc Class is the most contested class in amateur motocross.

It is not unusual to attend a motocross today and be faced with around 100 riders competing in the 125cc Class. In contrast to this, I attended the largest non-Grand Prix Moto-Cross (the Grants Hatch International) in England last week and there were only twenty-two 125cc riders entered and only three finishers after three twenty minute motos. Today in the U. S. the 125cc Class has been known to set fastest lap times at many of our moto-cross tracks.

We have developed the 125cc Class to almost a full professional status in the States. Now it is getting interesting. Along comes about ten more manufacturers and they are getting into the act with the \$500 and \$600 - 125cc bombs, and they are learning the hard way what we have been going through these past seven years. Also, the American customer is having the experience of a life time with his pocketbook.

After one month of good hard riding, these riders are learning that it takes more and a \$600 bike to have the Chrome Moly frame, strong swingarms and sturdy con rod bearings, to do the job week after week. It reminds me of the enormous companies who have powerful high rev moto-crossers. I would challenge

any rider to purchase one of these high rev jobs and ride a Six-Days International Trials. Many of the Rider and Service Manuals for these short life jobs actually advise the replacement of the Piston rings after every three days of racing.

We, here at Penton, have found that we must produce a motorcycle that is a top competitor and at the same time give this top performance for a period of more than six solid days or the equivalent of 1500 miles.

The point that I might be trying to convey in the brief article is support for the prices we must sell our Penton bikes. You will always note that when a good, reliable, competition model bike is produced, it costs a good penny and retains a good resale value also.

I am saying point blank, whether it be the multimillion dollar Honda Company, Suzuki, Husqvarna and etc. that builds a good Chrome Moly framed motorcycle, it is going to be more costly than the one and two month minute bombs.

Our bikes are still of the most tremendous value available for their sizes today and this will be proven over the next few months as they compete with all of the stuff on the market. I mention this because we are now faced with an avalanche of new innovations in the dirt field and they are beginning to be tested by our buying public.

MOTO CROSS TALK

NEWS FLASH: May 6, Marysville, Cal. The 2nd running of the Sierra Mesa G. P. saw Pentons take 8 out of the top 10 places in the 125 Pro Class.

1st Ray Lopez, 3rd Ed Cole, 4th Mark Tyer, 5th Carl Cranke, 7th Ed Kukendall, 8th Mark Gibson, 9th Kevin Henry, 10th Pat Wilson.

Mark Bills took 1st place in the 175cc Class at the South Whitley, Ind. Hare Scrambles on his 175 Jackpiner April 1st. His riding partner, Marc VanDerVelde, took 6th place.

Lisbon, Ohio, Penton dealer Dale Burton took overall at the Salem Hare Scrambles at Salem, Ohio over a field of 78 riders on March 25th.

OUR TEXAS FRIENDS

Matt Workman of Fort Hood, Texas piloted his 125cc Penton to the Small Bike Overall Win at the Cross Country Race in Stephenville, Texas, March 18. The small bike class included the 100, 125 and 250 Class and was highly competitive with 13 laps on a dead engine start.

15 year old Bobby Pickard, sponsored by Super Sycle of Arlington, Texas rode his 125cc Penton to win the 125 Expert Class at the Whitney Moto-Cross of Whitney, Texas.

Penton riders took home their share of the glory at the Texas Post Enduro. With E. W. Bryan winning the 100 A Class, Bill Pando taking 2nd in the 100 B Class, Jeff Penton was winner of the 200 A Class with Glen Terry, Vance Ketcherside and Jerry Riley for the 2nd, 3rd and 4th spot in that class. Paul Moore was 2nd in the 200 B Class with Joe Terry taking 6th in that class. Gayle Brasher took a 9th place win in the Powder Puff class.

Fred Brown of Rural Retreat, Va. took his Penton 100 from Mark IV Suzuki and won the Virginia Green Springs Cross Country race at Abington, Va. overall!!



Russian 250 G.P. rider Pavel Rulev took the Penton/KTM 250cc Grand Prix cycle to 2nd overall in the Italian 250 G.P. April 15. He had a 1st in one heat and 6th in another. (Grand Prix heats are 45 minutes long plus two laps.) John Penton was in attendance for the race while in Europe visiting the factory.

Keeping Track Special

HI-POINT ALUMINUM GAS TANKS FOR CMF's

1.8 GALLON ALUMINUM MOTO-CROSS TANKS



A Hi-Point Aluminum moto-cross gastank will add class to your Penton and will lighten your load on the moto-cross course. The tanks are painted to match the Penton colors of red, green and blue. They feature a snap release gas cap and are pressure tested.

3.6 GALLON ALUMINUM ENDURO TANKS



The Hi-Point Aluminum enduro gastank will enable you to go farther with fewer stops with the 3.6 gallon fuel capacity, that is 1.2 gallons larger than the regular Penton tank. Painted Penton colors of red, green and blue. They feature a snap release cap and are pressure tested.

BRAND NEW HI-POINT MOTO-CROSS TIRES



Brand new Hi-Point knobby tires are the hottest new item being offered by Hi-Point Accessories. These new knobby tires are the accumulation to date of the finest in design for hi-performance dirt tires. The large, fast cleaning lugs run deep down the sidewalls for the best cornering traction, and the strong nylon cord body takes the worst in punishment.

All Hi-Point knobby tires come individually wrapped and include a high quality tube with each tire. *To aid your pocketbook, these tires carry a price that will please; now at your Penton dealer.* Sizes: 3:00x21, 3:50x21, 3:50x18, (4 ply) 4:00x18, 4:50x18 (6 ply).

NEWLY IMPROVED HI-POINT BOOTS



The ever popular Hi-Point Boots have been improved making them better than ever. The exclusive Hi-Point quick fasten buckle has been redesigned to make it more sturdy and less apt to break. The Moto-Cross style now features steel toe caps and extra padding has been added in the ankle area for better protection. Adding these new features to the unique styling, fully padded front, full length water guard & double stitching, Hi-Point boots offers you just about everything you could ask for in a moto-cross or enduro/trials riding boot. Sizes 5 thru 12 including 1/2 sizes are at your dealers now.

ENDURO- TRIALS TALK



APOLOGIES TO THE PENTON MEDAL WINNERS AT FORT HOOD

We know there were a lot of independent Penton riders at the Fort Hood qualifying trials and a lot of them won medals. We apologize to you Penton medal winners for not printing these results, but when the results came to us from Fort Hood, they didn't list what type of bike each rider was riding. We knew some of our Penton riders, but we didn't know all of you. So, to the Penton medal winners from Fort Hood, our congratulations.

PENTON MEDAL WINNERS AT THE BUSTED PISTON

A very special congratulations to the independent Penton riders that won medals at the Busted Piston ISDT qualifier. These trials are extremely difficult and are designed for top notch competition. Congratulations to the following Penton medal winners:

Jim Hollander — Gold Medal, Paul Danik — Gold Medal, Joe Barker — Silver Medal, John Herrel — Silver Medal, Ed Schmidt — Silver Medal, Alan Rowe — Silver Medal, Jimmy Jones — Silver Medal, Jack Straub — Bronze Medal, James McBride — Bronze Medal, Karol DeGraw — Bronze Medal, Jeff Anderson — Silver Medal, Edward Ortone — Silver Medal, Robert Power — Bronze Medal, Charles Donaldson — Bronze Medal.

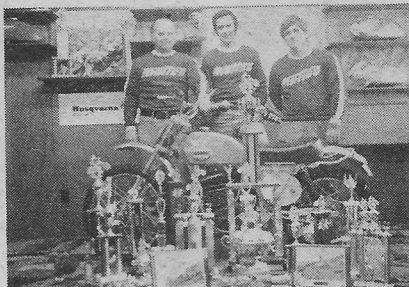
PENTON SHARES THE GLORY AT THE BURR OAK

Ray Kussmaul, last year's overall winner at the Burr Oak National on a 125 Penton, made an all out effort to defend his title at this year's Burr Oak National but had to settle for "A" Lightweight Champion and

surrender his title to a larger size Husky.

The event took place on May 6th at Burr Oak, Indiana with about 400 riders to beat for top honors. Al Berquist riding a 125 Penton was the "A" Bantamweight Champion. Carl Stewart was 1st in the "B" Flyweight Class on a 100cc Penton and Ron Mozden was 1st in the "B" Bantamweight Class on a 125cc Penton. Other Penton winners were, Tom Penton 3rd "A" Bantamweight, Lenny Keen 3rd Senior, Carol DeGraw 2nd Powder Puffer, Bruce Johnson 3rd "B" Flyweight and Terry Harshburger 3rd "B" Bantamweight.

An all around great day for Penton riders at the Burr Oak National.



Mettco riders, Fred Hayes, Gary Calkins and Carl Price are out to prove a point. That being, that only Penton provides the performance and reliability necessary to achieve consistent high point finishes. They are doing an excellent job of proving this point as it seems that every enduro they enter they swap 1st, 2nd, & 3rd in the A 175cc Class and most always take 1st. Team overall. They contribute their success to the best enduro motorcycle available, similar riding styles and the desire to represent Mettco (Compton, Cal. Penton Dealer) with Penton. In their last two enduros they prove this point. On April 1st at the Red Garter National it was Hayes 1st, Calkins 2nd and Price 3rd. in the "A" 175cc Class and winning the Team honors; on April 15 at the Hi Mountain 100 mile enduro it was Price

Calkins and Hays again winning the Team honors on 175cc Pentons.



Bruce McCrea of New Philadelphia, Ohio really gets it on with his 125 Penton Trials machine. At the Leap & Linx Observed Trials in Pa. he was 1st in the Lightweight Expert Class and 4th overall in the event.

He rides the Trials Machine for Mathias Cycle Shop of Dover, Ohio. Don Mathias and Crandell Crane prepared the machine and Bruce says it is second to none. He claims it's a real puller and has good response at high RMP and also in low gear.

Dear Sir:

I have a 175 Penton Jackpiner. I recently read an article stating that the hot set-up is a 32mm Mikuni carburetor instead of 30mm Amal. I am interested in knowing where to purchase a manifold for the Mikuni carburetor.

Garrett W. Silvia
New Bedford, Mass.

Dear Garrett:

I don't know who makes a manifold for a Mikuni carb for a 175 Jackpiner.

We have found through testing that the 30mm Amal and 30mm Bing work very good.

If you are having trouble with your Amal, check with your dealer on jetting it.

John Cobb



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