

No 7 June 73

Keeping Track

The Penton Owners Monthly News Happening!



Photographer, James E. Hill, 442 Summer St., Abingdon, Va. is the winner of a \$25.00 Penton gift certificate for submitting the first place photo.

John Stanley wins Lonesome Pine

For John Stanley it's been a long time coming, but it was bound to happen sooner or later. John has been riding competition for about 10 years and started riding enduros about three years ago. His name is not a new one on the winner's roster, but Lonesome Pine is his first national enduro win, but came close



Johnny Stanley collected this giant trophy
(Photo by Mike Wray)

to it with a 4th overall at the super competitive Stone Mountain Enduro.

John was competing with over 500 riders, including National Enduro Champion Bill Kain, but managed to pull down the Lonesome Pine victory riding a 175cc Penton. Bill Kain came in second behind John Stanley.

It only stands to reason that he rides Penton as Johnny's Cycle Sales in Collinsville, Virginia was the very first Penton dealer in the state of Virginia and now it's one of the best anywhere and of course it's owned and operated by John Stanley. He's as dedicated to his shop as he is to the part of the country he's from and hopes to see a national enduro champion come from the South and namely Martinsville.

John is a member of the Blue Ridge Cycle Club in Martinsville which held the Blue Ridge National Enduro in 1972. He sells other brands of bikes besides Penton but claims that Penton is the best out of the crate enduro machine on the market today and we think he's a man in the know.

Lenny Keen was on hand to win the A 200 Class and T. Boyd followed him for 2nd both riding 175 Pentons, and Carl Stuart took 2nd in the B 125 Class on a 125 Penton.

16th ANNUAL "LITTLE BURR" 250 MILE NATIONAL 1 "B" RIDER FINISHES 14 "A" RIDERS

The Little Burr was shades of Little Burr several years ago when John Penton was the only finisher. This year the odds went up when 15 riders crossed the line on time.

William Whitlach of Athens, Ohio took his Husky to Hi-Point and Bill Uhl and Lenny Keen took their 125's to 2nd and 3rd overall.

The course was extremely difficult due to all the rain in southern Ohio and the rain continued to fall through the entire run. 400 riders started.

"A" Lt. Wt. Champ - Bill Uhl

"A" Lt. Hy. Champ - Jack Penton
6th overall

"B" Lt. Md. Champ - Tom Wilson

"A" Lt. Wt.

1st - Bill Uhl 2nd overall, 2nd - Lenny Keen 3rd overall, 3rd - Doug



Wilford 5th overall, 6th - Larry Taylor, 7th - Tom Penton.

"B" Lt. Med., 1st - Tom Wilson, 3rd - Larry Haerr, 4th - Dennis

Haseltine, 7th - Fred Preibisch.

"B" Lt. Wt., 2nd Gary Decamp, 4th Ed Schmidt, 5th Ken Cunningham Sr.

THE DAY OF JUDGEMENT

Some people wait a lifetime for the day of judgement, but for our Penton photographers, a measley three months. Let it be known, I have painstakingly recorded the facts in the exact order of happening and I leave nothing for you to question.

First let me explain the day of this grand and glorious event. The sun was shining (in Ohio this in itself is a very rare occasion to say nothing of the celebrations we have for this reason alone). We strolled into work only five minutes late rather than the usual 15, because we knew this was a special day and we wanted to enjoy every minute of it. World famous photographer, Jerry West telephoned to announce his early arrival, after a sleepless night, a bad case of the butterflies and the heebie jeebies eating away at his brain in fear of not being able to fairly, and without prejudice, judge the Penton photo contest.

John Penton being aware that he had to make the most important decisions of his lifetime, showed up for work his normal two hours early, dressed in his Sunday best. Which consists of his gray work uniform, pant legs rolled up three turns, displaying the high fashion pantaloom style with his matching white businessman's socks, clad in a pair of workman's black shoes (not too much on looks, but the rubber wedged soles are guaranteed 30,000 miles and are very practical for the on-the-go executive.) All present and accounted for or against, I very meticulously displayed and tagged each photo that was entered in the contest. The room was full of overflowing pictures of all shapes and sizes, hundreds of pictures everywhere. With my task completed, I sat down and admired by genius. Never before in the history of our country has there ever been a selection of photographs so neatly displayed. I did so want to make it easy for our judges, because I knew of the tremendous pressure they were under with this responsibility hanging over their heads. Now that you got the picture (accidental pun), I'll give you a detailed description of the actual judging.

First, there was the tireless walking, from photo to photo, over and over again. No words exchanged, just uninterrupted viewing and a deafening silence. John Penton was displaying a grin from ear to ear at the beautiful sight of all of



**SECOND
PLACE
PHOTO**

**THIRD
PLACE
PHOTO**



Photographer, Steven A. Van Dette, 73 Eastwood Dr., Norwalk, Ohio, is the winner of a \$15.00 Penton gift certificate for submitting the second place photo.

Photographer, R. W. O'Connell, 414 Laurel, Colorado Springs, Col., is the winner of a \$10.00 Penton gift certificate for submitting the third place photo.

those Pentons and Jerry West was displaying exaggerated crows feet and a wrinkled forehead due to so much concentration. Then after, what seemed like hours, Jerry walked over to a photo, picked it up and announced very authoritatively, "This is the one, this is the best photo and it is the winner." John Penton shouted "West, are you crazy? Look at this picture here, the guy is axle deep in mud; this is the best picture." Jerry calmly says to John, that picture was shot with a 50mm lens and he should have used a 135mm lens, his F stop was off, his exposure was wrong and it's out of focus. John Penton, with clenched fists (trying hard to control his temper) shouts "I don't care if he shot it with a gun, he's still axle deep in mud and I like it." At this point someone suggests that it's lunch time. Jerry and John decided to go to lunch and discuss the matter. Well, as all good stories must have a good ending and all

photo contests must be judged fairly, they came back from lunch with the tension relaxed a little and decided on the following three photographs for winners and a few honorable mentions.

"Keeping Track" would like to thank all who entered the Penton Photo Contest. We received a lot of really good photographs in the contest, and on the serious side, the judging was very difficult. Mr. West and Mr. Penton made an honest effort to choose what they thought were the best photos.

We would like to make everybody a winner, but we all know that isn't possible, so we have picked out a couple of photos that we thought were really excellent. We would like to give Honorable Mentions to the following photographers: Michael Youngberg, Bob Crasier, Richard Mack (of Little Joe Mack), Richard Christensen, David & Bob Frazier, Diane Patsellis, Phil Leak and Bruce McCrea.

RESEARCH
LET'S DO IT RIGHT
by John Cobb

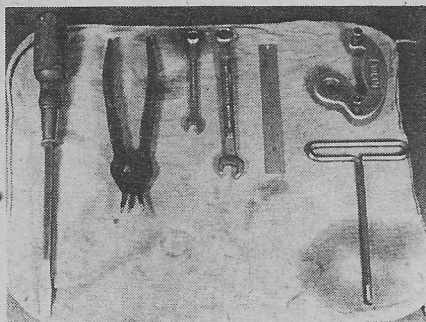
PENTON DEVELOPMENT



HOW TO MAKE THE 100 & 125 PENTONS SHIFT LIKE A DREAM

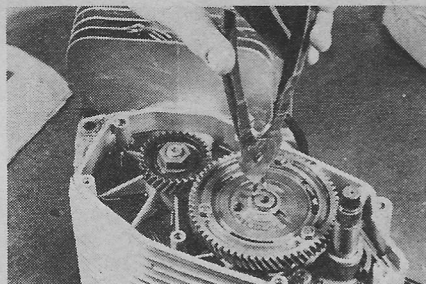
So much talk about the poor shifting of the Pentons have left many people disillusioned about the ability of these machines. Well, lets wipe that out right now. They wouldn't be the success they are today if they didn't shift. One thing is true though...if it's out of adjustment, forget it. But adjusting the shift is quite easy and we will show you how in the following article. One thing is sure, if the Penton is not shifting properly, it can be adjusted...that cannot be said about a lot of machines, where you are just plain stuck with a handful of parts that should work together.

To adjust the transmission you do not have to remove the engine from the frame, just lay it over on its ignition side. The photos in this article were taken with the engine out of the frame for photo purposes only.



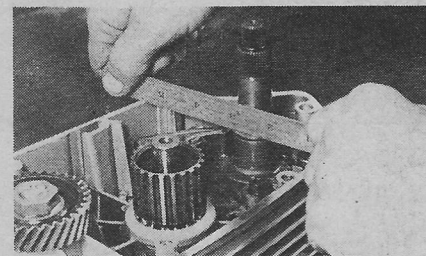
1. The tools you will need are; a screw driver; snap ring pliers; new side case gasket; 13mm and 10mm wrench; hex head screw driver; and a Penton transmission tool #107, available from your Penton Dealer.

2. Remove the kickstarter and gear shift pedal, and then remove the clutch side cover. You do not have to drain the oil, but now is a good time to do so.

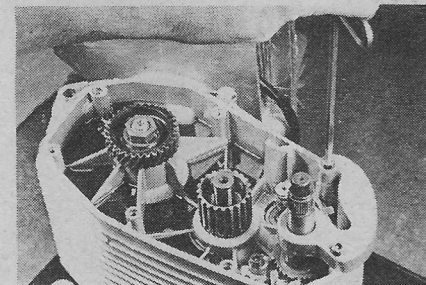


3. With the cover off, remove the clutch pressure plate. With the snap ring pliers, remove the snap ring on the clutch and take off the shims under the snap ring.

Remove the clutch and remove the outer bearing race from inside the clutch basket and replace on the layshaft. The race fits in with the groove facing the bearing in the case.



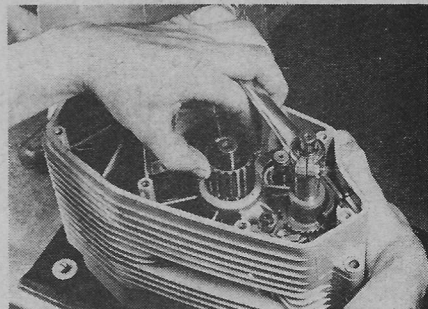
4. Place a straight edge across the shifter shaft shims and case edge (without a gasket). The shims should be flush with the straight edge, but not under a bind. Shim up or down as necessary.



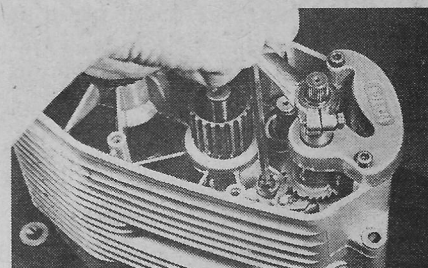
5. Install the adjusting tool as shown in the photo and tighten down. Use the case screws.

6. Place the gearshift pedal on the shift shaft. Make sure the pedal moves freely back and forth. If not,

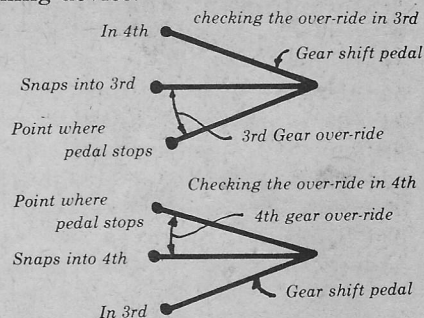
you are shimmed to tight on the shifter shaft or underneath the shifter shaft.



7. Locate the gears between 3rd and 4th. If the engine is out of the frame, do this by holding the countershaft sprocket and turning the layshaft back and forth while you shift. If the engine is in the frame, hold the rear wheel and turn the layshaft.

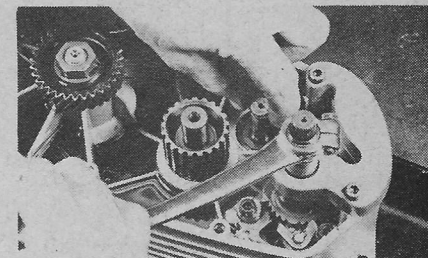


8. Loosen the stop bushings and turn them out of the way. Retighten screws after they are turned out of the way. This is not part of the shifting adjustment but a positive locking device.



9. Place the gearshift lever pedal so it's engaged in 4th gear. Now, very slowly move the pedal to 3rd gear. As the selector rod snaps into 3rd gear, stop moving the pedal.

Now from the point the rod snapped into 3rd gear, keep moving the pedal down until it stops. This distance is what's termed as over-ride.



When you have brought the pedal all the way to its farthest point, hold the lever in tension and check to see that the shifting fork has a little bit of play in it. If you have no play, you have too much over-ride and it is starting to pull out of gear.

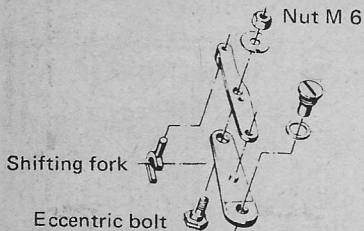
Now, repeat the same process, but go from 3rd gear to 4th.

10. Now, you know the over-ride on both 3rd & 4th gears. To have a properly shifting transmission, the over-ride should be equal on both sides for 5-speed transmissions and on 6-speed transmissions the over-ride should be a little less on the downshift side (3rd gear).

11. If the over-ride is not correct on your machine, this is how to adjust it.

EXAMPLE

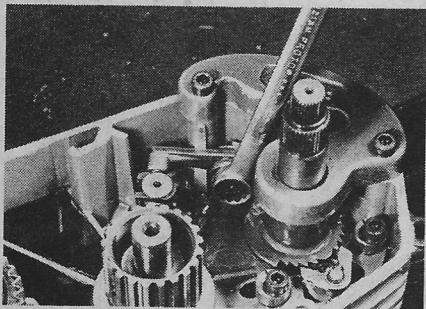
12. We have too much over-ride in 3rd gear and the shifter fork is tight. (In application with too much over-ride in 3rd the machine will not shift properly from a low gear to a higher gear.)



13. The shifting adjustment is made at the shifter lever. (See the drawing with the concentric bolt which allows the lever to be positioned back and forth.) You do not need to take the shifter shaft out or apart.

14. Bend back the locking tab that locks the 6mm nut to the shifting lever.

15. Keeping the gears locked between 3rd & 4th, break loose the 6mm nut on top of the lever.



16. With a 13mm wrench rotate the bolt to see which way the lever moves. Then move the lever down very slightly. (Note: if too much over-ride is in 4th, move the lever up. Snug up 6mm nut being sure not to turn bolt.)

17. Recheck over-ride as we did in 9

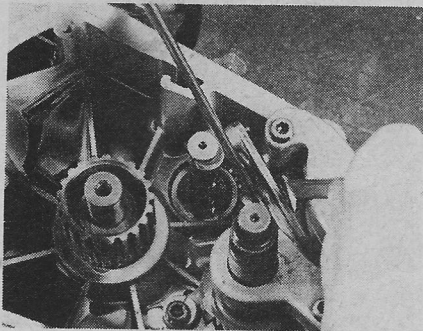
& 10. Keep adjusting if it is not correct the first time, until the proper adjustment is made.

5-speed transmissions - equal over-ride.

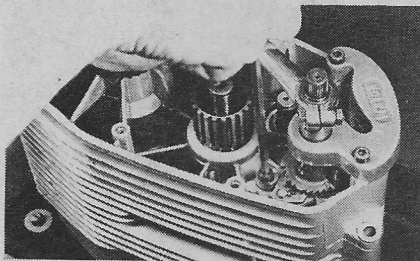
6-speed transmissions - a little less over-ride to the down shift.

Be sure also to check the shifting fork. You may have to compensate a little for this.

18. Now, go through all the gears making sure they all shift properly. (Note: If the shifting is not quite proper in all of the gears, you may have to compensate in the over-ride.)



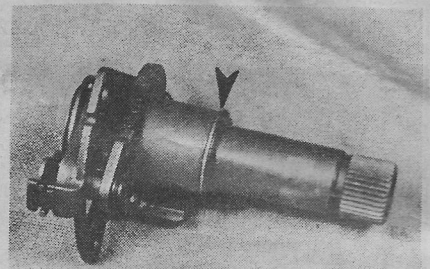
19. When all is correct, tighten up the 6mm nut holding the concentric bolt so it does not shift position. Bend over locking tab. (Note: moving the shift lever up to 1st gear position makes tightening the nut much easier.)



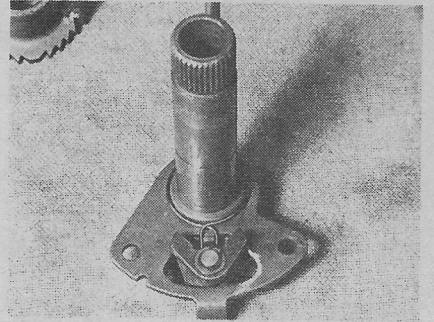
20. To set the stop bushings, put the engine in gear and push the gear pedal until it stops moving. Holding the pedal in this position, loosen the 6mm allen screw and push the stop bushing against the selector pawl until it just touches. Tighten the allen screw down. Shift to the opposite direction and do the same thing to the other stop bush. This locks the gears into position and is not a shifter adjustment.

21. Replace the clutch, gasket and side cover and you're ready to go. (Note: check the up and down play of the clutch before replacing it. You should not exceed .004 in play. If play exceeds that, reshim under the snap ring when replacing. It should not be under a bind either.)

If your shifter is properly adjusted, but you still have shifting problems, make these checks.



A. Check selector boss to see that it is shimmed properly on the selector shaft and the selector boss is not cracked or worn excessively. It should not have any up or down movement but not bind. This can be checked while in the engine. If loose, shim under the snap ring.



B. Check pawl spring to be sure it is hooked up properly. Note: when installing spring, be sure bend at the corner of the spring is pointing down when installed.

C. Selector key may be worn.

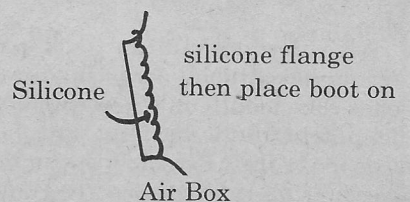
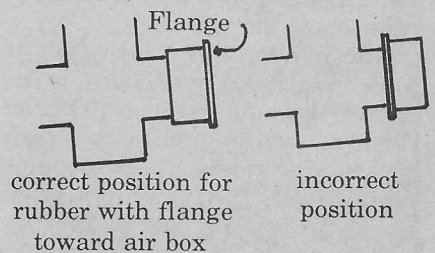
D. Dogs on gears may be worn.

VERY IMPORTANT SERVICE INFORMATION TO: ALL PENTON OWNERS

Please check your bike to make sure that the carburetor rubber, where the boot connects, is in the position where the flange is to the rear of the carb.

We have found most of these coming from the factory have the flange pointing toward the carb, allowing dirt and water to enter.

Also, silicone the flange on air box where boot connects!!!





This month all I want to think about is the servicing of our motorcycles in the field. For many months in most parts of the states, all our Penton bikes have been operating in mud and water. The results of this has really been showing up. We receive jobs that have let the ignition compartment of the engine get so bad that the main bearings are going out. In some situations the ignition cover is never removed until the ignition fails. In other cases the rider never cleans his brakes until the brake drums are worn out.

The worse situation that we come across is the leaking of the carburetor boot where it fits around the airbox. This along with any other possible leaks we find can be fixed with just a little silicone seal and patience.

Most riders believe the mud and water all comes in from the intake under the seat and then through the air cleaner. About 80% of the time this is misleading, because it is usually getting in around the lower part of the airbox and around the boot. Again, I want to caution this because I learned the hard way in the Little Burr. After 11 spark plugs and a worn out piston, I learned that I had a leak around the boot where it connects to the airbox.

Another service note, that is sometimes being overlooked, is the spokes. I would again caution all riders to recheck and tighten their spokes after riding a new machine for one hour. The funny part about the entire service and reliability problems, can be summed up like this.

All riders should go back and reread the little Riders Handbook once each month on the service and preparation and washing and putting away their Penton bikes for the week. If all riders would read this,

the information periodically, I am sure our bikes would make a lot of riders happier and we would enjoy even a greater number of wins instead of DNF's.

MOTO CROSS TALK

Matt Wortham did it again at Stephenville, Texas. He took the Small Bike Overall win at the Midado Cross Country on his 125 Penton and has two consecutive victories in the 125cc Class at the Midado Raceway.

VIRGINIA CITY GRAND PRIX

The third annual Virginia City Grand Prix was a happening on May 19 and 20, at (where else) Virginia City, Nevada. Penton riders Jim Hill, Mike Paulsell, Roy Winters placed 1st, 2nd and 3rd in the 125 Expert Class. Joe Hathaway took his Penton to 3rd Junior and Jim Quick placed his Penton as 2nd 125cc Novice.

Penton rider, Dave Waldo, was the winner of the highly competitive 125cc Class at the Ringo Springs Grand Prix, Mo., on May 20.

Penton riders are leading the point standings in the 100cc and the 200cc Classes in the Georgia Moto-Cross Governors Cup Series.

1st 100cc - Jimmy Merck, 2nd 100cc - Ted Hargett, 8th 100cc - Jimmy Meyer, 1st 200cc - Gary Crowe.

Big Spring, Texas on May 6 Penton riders David Guinn, Joe Moss and Don MacDougall battled it out for the 100cc Senior Class at the second annual West Texas Championship. The battle ended with Moss 1st, MacDougall 2nd and Guinn 3rd. Mike Terry riding a 175cc Penton took 3rd honors in the 250cc Class.

15 year old Henry Arch, from Valencia, Pa. is the trophy of the month winner, after winning four 1st overalls in the Shoaf, Uniontown moto-crosses during the month of May. Henry rides a 100cc Penton for J. D. Engineering in Valencia.

ENDURO-TRIALS TALK



JOHN TROUT WINS CERA NORTH ENDURO

The CERA North enduro held May 12 in Georgetown, Cal. attracted 330 riders, only to see John Trout on a 175cc Penton take the overall win and drop only 6 points during the entire event. The enduro was considered anything but easy as less than half who started were able to finish.

Other Penton winners are: Harold Noell, 3rd A 125cc; Fred Bellman, 1st B 250cc; Steve Lenhiem, 1st C 250cc.

Penton riders cleaned up the 175 Class at the Pensacola Enduro on May 13. Winner of the class was Norman Scruggs, 2nd spot went to Paul Robbins and the 3rd place went to Bill Friend.

HACKMAN WINS MICH. ENDURO

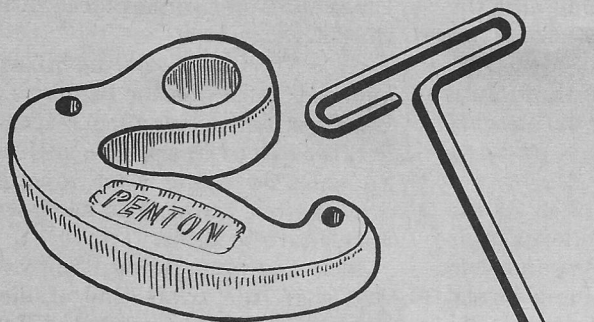
Michael Hackman of Blanchard, Michigan took his new 175cc Jackpiner from Gladwin Cycle Sales to Hi-Point winner of the 108 mile Traverse City Enduro at Traverse City, Mich.

Mike is a 24 year old teacher, who was a "B" rider until this event! Ken Keen of Gladwin Cycle stated the enduro was a real mud run with some real nasty hills and a mud hole at 5 2/10 miles from the start that really did in a pack of riders. Ken said a lot of Pentons fared real well, but did not have all the results.

GARY YOUNKINS, who rides for Bob's Cycle Sales in Vienna, Ohio, cleaned up a two hour hare scrambles in Charleston, Ohio on May 13 aboard his 175 Penton and two weeks later won his class at the Killbuck Enduro in Killbuck, Ohio and possibly the 2nd overall spot.

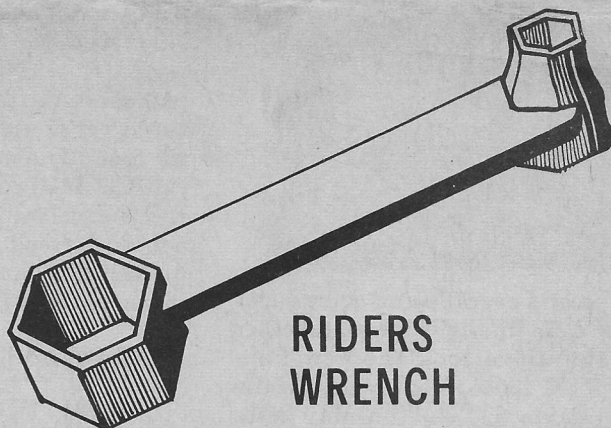
Penton Riders from Johnny's Cycle Sales in Collinsville, Va. cleaned up at the Blue Ridge Mountain Enduro on April 15 with John Thompson, Sam Lovell, Stan Bernard and Richard Thompson taking 1-2-3-4 consecutively in the B 100 class. Woodrow Johnson, Harold Ellis and Frank Phillip captured the 2-3-4 spots in the 101-200/B Class and John Dyches was the winner of the 0-200 A Class.

TRICK TOOLS TO KEEP YOUR TEMPER IN LINE....



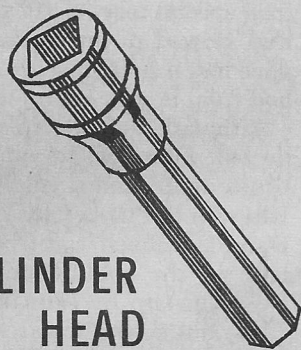
TRANSMISSION ADJUSTMENT TOOL

The same one used in this month's article for adjusting the Penton/Sachs trans. Hex head T bar is available separately.



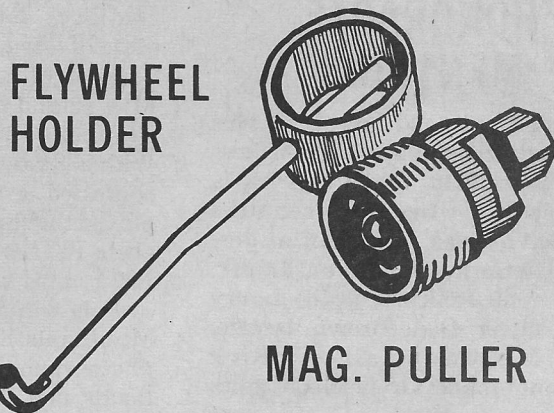
RIDERS WRENCH

For those quick gas stops. Allows you to adjust your entire rear wheel assembly with this one tool. A must for enduro/trials riders.



CYLINDER HEAD SOCKET

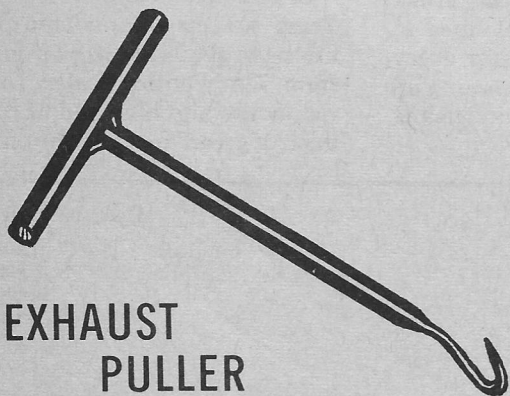
For easy removal of the Penton/Sachs cylinder head bolts. Fits 1/2 drive socket



FLYWHEEL HOLDER

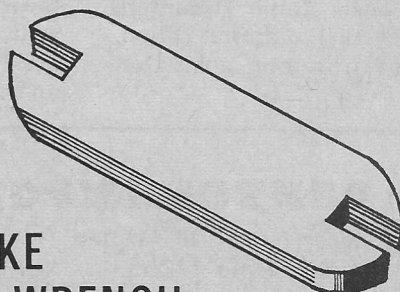
MAG. PULLER

The proper tools to tighten and remove your magnetos for both the Sachs and KTM engines.



EXHAUST PULLER

Allows you to get at and remove those nasty springs that hold the exhaust to the cylinder head.



SPOKE WRENCH

A handy tool to tighten your spokes fast and easy.

GUENNADY MOISSIEVE SNATCHES FIRST 250 G.P. VICTORY FOR PENTON/KTM



2 second overalls and some super close calls finally came all together as Moissieve took the new Penton/KTM 250cc to 1st overall at the Yugoslavia 250 G.P. on May 20th. There are five rounds left in the 250 World Title chase and we will be looking for more victories. The new 250 should start reaching dealer floors by late July.

HONORABLE MENTIONS

Congratulations to the independent Penton medal winners at the Trask Mtn. Trials. Bill Onga, bronze; Carl Price, bronze; Mike Adams, bronze; Jim Hollander, gold; Joe Barker, gold; Paul Danik, gold; Rick Jenkins, gold; Larry Gibbs, silver; Gene Brown, bronze; Mike McGowan, silver; Rick Munyon, bronze; Orvis Olson, gold;

and congratulations to Penton medal winners at the Bad Rock Trials. Joe Barker, gold; James Hollander, gold; Rick Jenkins, gold; Karol DeGraw, silver; Gene Brown, gold; Barry Torgerson, gold; Dave Duarte, gold; Paul Danik, gold; Paul Werlink, bronze; Ralph Hamilton, silver; Bill Friant, gold; Dan Dillon, silver; Cosby Chestnut, gold; Dan Brown, silver.

Independent Penton rider, JAMES HOLLANDER, has showed up at all four ISDT qualifying trials and has won a gold medal in each event.

Female Penton rider, KAROL DeGRAW, is also looking for a ride in the ISDT and is campaigning the trials circuit and has got herself two silver medals.

PAUL DANIK, another campaigner in the trials circuit has captured three gold medals and one silver in his four tries.

RICK MUNYON, winner of the Red Garter National, made his trials debut at Trask Mountain and won himself a bronze medal and turned in some pretty fair test scores.

PENTON BROTHERS WIN TRASK MTN. AND BAD ROCK

Since the last writing of the "Keeping Track" there has been two ISDT qualifying trials, Trask Mtn. and Bad Rock, both taking place in the state of Oregon.

Trask Mtn. was a happening on May 12 and 13 and saw a complete domination by Penton cycle riders. With 238 riders entered in this hotly contested event, Jeff Penton displayed the same impressive winning style that won him this event in 1971, and recorded his second overall win from the 2-day Trask Mtn. Trials. Dazzling the spectators, photographers, reporters and officials, Jeff changed a lot of people's minds about trials riders. They now know the difference between the truly qualified Six-Days riders and the many hopefuls they are used to spectating.

In the three years of the Trask Mtn. existence, it has belonged to the Penton brand each and every year, with Penton riders cleaning up the Trask Trials like Husky cleans up the Mint 400.

Trophy Team contenders, Carl Cranke, Jeff Penton, Tom Penton, Bill Uhl, Dane Leimbach, and Doug Wilford all won gold medals with Uhl winning the 100cc Class, T. Penton won the 125cc Class, Jeff Penton (overall winner) also won the 175cc Class and Carl Cranke placed 2nd in the 250 Class.

Just over the hill and one week later was the two days at Bad Rock. Jeff decided to take it easy in this event, seeing as how he threw his shoulder out of wack a couple days before hand, and so it was Jack's turn to shine.

Jack has been riding one of the 250's in the trials and is making a winner out of it, as Bad Rock was the second trials he has won riding his father's version of an ideal 250. Carl Cranke is also on one of the 250's and came in 12 seconds behind Jack in the special test scores to take second overall. Carl was leading Jack on the first day, but as luck would have it for Carl, he had to eat the dust of the smaller machines in a special test on the second day, and slowed down his normal fast pace just a hair in order to save his bod from a possible injury.

Although, Jeff was taking it easy, he still managed to win the 175cc Class again and a gold medal, Bill Uhl won the 100cc Class again with Dane Leimbach right behind him, both in the gold, Tom Penton let Burlson slip by him in the 125cc Class but settled for second in that class and a gold medal with Doug Wilford chasing Tom in the 3rd slot and a gold, of course the 250cc Class went to Carl Cranke and Jack Penton put his claims on the 350 Class.

NEW PENTON PATCHES

Brand new Penton ISDT Trophy Team sew on embroidered patches are now available to you for \$1.00 from your Penton dealer. In colors red, white and blue and of course a dash of green for that Penton touch.



PENTON IMPORTS

3709 West Erie Avenue
Lorain, Ohio 44053

BULK RATE
U.S. POSTAGE
4.8¢ PAID
Lorain, O. 44052
Permit No. 3