

No.8 July 73

# Keeping Track

The Penton Owners Monthly News Happening!



Rick Walsworth in action on his 125cc Penton.



## TRIALS RAP UP

It all started in Fort Hood, Texas and what a start. For the greenhorns it was traumatic, for the veterans it was nerve racking. Fort Hood was a tough qualifier, with more injuries and fewer golds than was really necessary. That's the military for you; they see qualifying for the ISDT much like training for combat.

Malcolm's unexpected presence, gave him the win for the Army's trials, which seemed to have a psychological effect on the scorers at the next couple of trials. The Husky team captured the Trade Team honors. The Penton Trophy Team contenders made a respectable showing, even though Husky riders showed the way, while the Penton riders were warming up. Jack Penton, came in second behind Malcolm, but because of the super tough competition, no one could tell this was the start of the greatest season Jack Penton could ever hope to have.

For the ones that suffered through Fort Hood, they went to do battle at the Busted Piston. With 24 gold medals out of 220 starters at Fort Hood, most figured their chances would be better against mother nature than the military. Wrong! She poured down her rains on the trials riders, just to keep everything even and everyone on their toes. The Potosi trials, though, is much like Berkshire, it wouldn't be a Busted Piston if it didn't rain. It's just part of the program. You plan on it, you make allowances for it and it never lets you down. It's just about the only sure thing in the trials circuit. Anyway, it gave away to 28 gold medals out of 270 starters; which was better than last year's three gold medals. After giving the win to Malcolm Smith, just because he was there and just because he won Fort Hood, it was then awarded to its rightful owner and last year's winner Jack Penton, with the Trade Team honors going to the Penton Team.

From Missouri to Oregon, from rain to drought, Trask Mtn. gives you the dust, the mud, the heat and gold medals. The special tests then become much more significant than in a run with just a few gold medals. This is when the truth becomes known, because all the good guys are trying to set the pace and only one does. In the case of Trask, it was Jeff Penton who set the pace, but because Malcolm was there and



Jack Penton, 1973 National Trials Champion

because he won Fort Hood, they overlooked Jeff's score and announced Smith to be the winner. Then at a closer second look, they noticed Jeff was 33 seconds faster than Malcolm and awarded Jeff the win of the Trask Trials.

By the time the riders got to Bad Rock, the officials began to realize that just because Malcolm is riding doesn't necessarily mean that he's going to win. Now that we have that problem taken care of, Bad Rock threw a few problems in, just to keep things interesting. Heat, snow, dust and cold all in the same day. Unbelievable, but true. Well, in Bad Rock's attempt to make everybody a winner, and keep all the riders happy, they allowed 60 gold medals, which is going to extremes a mighty bit. The competition was there though, and the event was a real contest with Jack Penton coming through for the win and the Penton riders capturing the Trade Team honors.

The Shamrocks' Qualifier was next in the series and was held in the desert of Southern California. Temperatures rose to 120° and the riders were dropping like flies. Whole teams were dropping out of the contest with bikes still intact. There were 32 finishers, 22 of which won gold medals. Jack Penton, in his first desert ride, also won this event, which shocked everyone except Ron Schneiders, and the Penton riders won the Trade Team honors.

At this point we take our hats off to our Penton riders and especially

Jack Penton. I think that beyond a shadow of a doubt they have proved their Trophy Team position, which in essence is what they had to do. These past couple of years, there has been a lot of controversy about Pentons being the Trophy Team. The AMA has gathered the best trials riders in the country for six qualifying events and Penton riders stood head and shoulders above the rest. Now, I think maybe the Penton Trophy Team can represent the U.S. in the ISDT and have the full support of knowledgeable motorcycle enthusiasts and the press (who keep us informed, but at times form our opinions).

We have touched on five events and I guess it's only fair to make mention of the last qualifier. The Central Ohio Trials is a big question mark in everybody's mind. After five really good events, it's a shame to close the trials series on such a sour note. The problem at Central Ohio was the course; it was poorly marked and the riders kept getting lost all day. Between the 4th and 5th check of the first day, about 90% of the riders were lost; the other 10% were just lucky and at this point the Penton Team dropped out of the event. The event was a total disaster, and will probably go down as a black day in motorcycling. There were, however, some finishers and three gold medals out of 220 starters. Dick Burleson on a Husky won the event and Yankee won the Trade Team.



Bill Uhl, riding thru the Trask Mtn. waters.



Carl Cranke, gliding over a river bed at Bad Rock.



Jeff Penton on his way to winning Trask Mtn.



RESEARCH

PENTON



PENTON

**LET'S  
DO IT  
RIGHT**

by john cobb

DEVELOPMENT

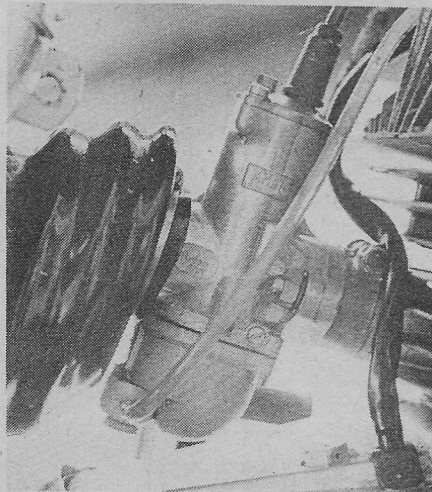
## SETTING UP FOR MOTO-CROSS

Here it is, right in the middle of moto-cross season. Everyone is looking for the trick set-up for moto-cross. The competition is tough and you need everything set up just right.

First the engine. Make sure that you have good compression. If not, check the rings. If you have a 100cc and the ring gap is over .010, replace them; on a 125cc - .015; and a 175cc - .018-.020. While you have the cylinder off, check the piston to cylinder clearance. On a 100cc you should rebore or install a new piston when you reach .005 clearance; on a 125cc when you reach .0055 to .006 clearance; and on a 175cc when you reach .006 to .0065. When checking this, check a new piston against the old one. You may just have to break the glaze on the cylinder, bore and install a new piston of the same size. The clearance for setting up new pistons is as follows: 100cc - .0015 to .002; 125cc - .002 to .0025; 175cc - .003 to .0035. Now you know the top end is in good shape.

Next, check the timing. On a 100 or 125, set it at 2.6 to 2.8mm. On a 175, set it at 3mm. Now, after you have checked the top end and the timing and you know it is in good shape, here are a few things that may help.

We will have available a 30mm Amal Carb Kit that will bolt right on your 125 Sachs cylinder. The carb will come jetted right, so you won't have to mess with it. This helps the power out. We've tested this and it seems to work fine. The next thing you can try is our new filter. It is of the foam type and passes air very well; we have tested this also and it works fine.



Now, if you have the carb kit on and new rings or maybe a new piston, your engine should run very strong.

The carb that's on the 175, whether it is an Amal or Bing, should do the job fine. Remember, the top end has to be in top shape to do the job, but everything else has to work also. The seals should be in good shape, the transmission must shift properly. Be sure and clean the brake drums and shoes after every event. Tires must have a good sharp edge on them for proper bite and cornering. You can have the fastest engine in the world, but if you can't get the power to the ground, it won't do you any good. Check air box and filter after every event.

With a Penton right out of the crate, you have a very competitive machine. If you have the ability to ride it to its fullest extent, you shouldn't have any trouble winning. Just keep it in a good state of tune.

For the new bikes that take air under the gas tank, we recommend a 280 M1 Bosch plug.

## Is that Super Hunky on a Penton?



It sure is! Rick (Super Hunky) Sieman, editor of Dirt Bike Magazine visited Penton Imports during the weekend of "Little Burr" 250 mile national enduro and participated on a 175cc Jackpiner that we loaned him for the event. He visited all of our facilities in Lorain, Ohio and visited with Husqvarna East also in Lorain.

Rick and John Penton had several real good discussions on the dirt bike field and everything was pretty calm from the stormy past with our altercations with "Dirt Bike".

By the way, Rick got about 70 miles in the run, which was a lot farther than many other riders managed. Rick hasn't ridden an Eastern enduro in over five years and wasn't diggin the mud too much. Quite a nice fellow to talk to.

### PENTONS, NOT THE WINNER, BUT THE PRIZE

McGill Cycle Park in Rancho Cordova, California sponsored a Jr. Moto-Cross Series, plus one hare scrambles with the grand prizes being a new Penton for the winner in the 125cc Class, 250cc Class and Open Class.

After six weeks, three moto-crosses, and one hare scrambles, winners of the new Penton bikes are:  
Tom Walton, 125 Class  
Don DeVries, 250 Class  
Russell Blair, Open Class



# The Walsworth's Family Racing Team



Rich Walsworth in action. Rich won the 125 class Delta Inter-AMA on his 125 over a large field July 22nd.

There's a battle brewing in Valparaiso, Indiana; a real family feud. It's really a rivalry between father and son and they battle it out every Sunday on the moto-cross track, and the winner gets to gloat for a week.

Father, Buck Walsworth, is quite an experienced racer, including ISDT competition, 1972 Nat. Hare Scrambles Champion, 3rd in 1971 Nat. Enduro Standings, 1973 CMC Champion, 1st 175 Tri State Championship, to name a few. He had no trouble beating his son last year, but now, son, Rich Walsworth is 15 years old and gives his old man a real run for his money. They both ride 125cc Pentons and Rich has been whipping his dad regularly in the 125cc Class in addition to beating everyone else too. As a matter of fact, Rich has never been beaten in the 125 Class this year and he's out there every Sunday.

In his father's attempt to ease the pressure his son put on him, he put

Rich on one of the new 250 Pentons and returned to reign over the 125 Class again. All goes well for a while, Rich wins in the Open Class and Buck wins in the 125 Class. But, this can never be. At the CMC Championship in Buchanan, Michigan, Rich won the Open Semi-Pro Class and not to be outdone by his father, entered the 125 Class too. Well, then came the upset of the day. Rich came in second behind his dad. Needless to say, the battle begins again. Rich is back on a 125cc Penton and will be until he gets his dad back in line again.

Rich wants to be a pro moto-cross rider and also wants to ride the ISDT. As soon as he gets things straightened out at home, I'm sure we'll hear more about him in the 250 and Open Classes.

Father, Buck Walsworth, is one of our very fine Penton dealers and the owner of Buck's Cycle & Sport in Valparaiso, Indiana.

## ENDURO- TRIALS TALK



### SHAMROCKS ISDT QUALIFIER

The Shamrocks of Southern California had their chance to demonstrate their type of competition by sponsoring an ISDT Qualifier. Their well laid out course in the desert wasn't as much to cope with as the 120 degree temperatures. By the end of the first day more than 60% of the riders had dropped out of the event from fatigue and heat. Jack Penton went on to win this event and the Penton Team of Tom Penton, Jack Penton, and Bill Uhl won the Trade Team awards. In addition to those gold medal winners, Jeff Penton, Jim Hollander and Mike McGowan won gold medals on their Pentons and Crosby Chestnut won a silver medal.

The Louisiana Trailriders Association sponsored their first Women & Children Enduro at Chipola, La. on June 24th. Open Class winner was Gail Haynes on a 175 Penton with 2nd going to Camille Seigle on a 152 Penton. Congratulations Gail and Camille for a fine Penton showing.

### STRAIGHT ARROW NATIONAL ENDURO

It has been standard procedure for the past several years for Penton cycles to win their capacity classes (or better) in all of the national enduros and the Straight Arrow national was no exception. The 100 mile national was held in Bacus, Minn. on June 24 and saw Doug Wilford capture the 125 Championship and 3rd overall; Ed Alsom won the 200cc Championship, for a 4th overall; Dick McKinney won the A 125 Class, Scott Lindquist won the B 125 Class and Roger Watland won the B 200 Class, all aboard Penton cycles.

Penton riders, once again showed their skill and proved the reliability of their machines. Congratulations for a very fine Penton showing.



Ron Throckmorton won the 100cc Class in the 1st Annual Lewis & Clark Enduro in Otterville, Illinois on May 27. Don Maddox placed 3rd in that class also riding a Penton. Penton rider, Bob Johnson won the 125 Class with Ron McDonald taking 3rd and Dan Brady taking 4th, all riding Pentons.

## JACK PENTON WINS HIS 2nd NATIONAL ENDURO THIS YEAR

The 350 mile Porcupine National held June 17 and 18 at Harrison, Michigan saw red hot Jack Penton drive his 175 Jackpiner to overall victory in the super tough enduro. Other Penton riders who did well, are 100cc "A" Champ, Dane Leimbach and 200cc "A" Champ, Lenny Keen.

The run was exceptionally tight with the woods sections slowly wearing down over 80% of the riders during the two days of running in the sand and Jackpine scrub.

## SPRING ENDURO SEASON OVER

Spring enduro season ends and will start up again on September 30th with seven more nationals over the country. The national points race at this point is very tight and will not be decided until the fall. Top riders to date are Jack Penton, Bill Kain and Lenny Keen.

### CENTRAL OHIO TRIALS

#### THEY HELD AN ISDT TRIALS AND EVERYBODY GOT LOST!

The last ISDT Qualifier Trials turned out a bust for everybody but the winner. Over 180 riders came from all over the country only to be foiled the first day by a poorly marked and laid out course. Over ¾ of the riders got hopelessly lost and missed the last two checks. All of the Penton team fell out except Bill Uhl, who lost his gold, but had the best test scores of all the riders. Dick Burleson won the trials on his Husky; a good victory for Dick and his first trials win this year.

That winds up the trials series for this year and the next trials is the ISDT itself. Other Penton medal winners were Jim Hollander, Paul Danik and Joe Barker.

# MOTO CROSS TALK

*Brunswick, Georgia, 6-9: Penton rider, Len Lefiles won the 125 "A" Class and Larry Dean won the 175 "B" Class on his 175 Penton in the 2½ mile 10 lap hare scrambles.*

At the AME Indian Dunes in Valencia, California, May 25, 26 and 27, Penton riders took home their share of the glory and a few took home the bread, too. Namely, BRUCE MACDOUGAL on his Metco tuned 125 Penton, won the 125 Senior Class. MIKE LASKER won the 100 Junior Class and ED-DIE COLE won the 125 Junior Class both on Pentons.

**GARY YOUNKINS, becoming a very familiar name in the race results is still winning just about everything he enters. His latest accomplishment is winning the 175cc Class in the highly competitive moto-cross held at the Ohio International Raceway on July 1, taking 1st place in both motos.**

JOHN MARTIN OF ELKHART, INDIANA IS SPORTING FOUR CLASS WINNER STICKERS ON HIS 100cc PENTON. CONGRATULATIONS JOHN FOR A SUPERB PENTON SHOWING. LET'S HEAR FROM ANY RIDERS WHO HAVE MORE THAN FOUR WINNER STICKERS.

### LATE BULLETINS

Pentons, sparked by Tim Lunde swept the Mammoth Mtn. G.P. at Mammoth, California... complete story in next issue.

If you can't be there, be sure to catch the next issue as we will feature the 125cc World Cup at St. Louis, August 5'th. Such Penton riders as Doug Kane, Mark Harrington, Mike Terry, Tim Lunde, Bruce McDougal, and Ray Lopez will be flying the Penton banner.

Rich Walsworth powered his 125cc Penton to the No. 1 spot on Saturdays program at the Delta, Ohio Inter-AMA on July 22'nd. He beat a large and fast field of over 120 riders.

We don't advise tuning your 175cc engine as per the Cycle News E.C. Birt column. John Cobb states you could be in for a lot of problems.

36 of the best 125cc riders from the Southwest showed up at Coffeyville, Kansas to do a money moto-cross battle, only to see MIKE TERRY on his 125 Penton win the Expert Class and a good share of the bread.

**STEVE WAGNER, Penton mounted won the Trail Amateur Class in the Bell Mountain Desert Race on June 17.**

Penton day was June 3rd at the Ohio International Raceway. It was not really a Penton day but Penton riders cleaned up their capacity classes, making it a clean Penton sweep.

100cc Class (all Pentons) - Doug Beasley, Bob Crosier, Rod Croskey, Jeff Gerber and Gorden Meals (in that order).

125cc Class (all Pentons) - Jack Penton, Jon Nagy, Doug Kane, Al Krantz and Jim Greenfield (in that order).

175cc Class - 1st, Doug Beam; 2nd, Joe Fidel; 5th, David Wise.

### Answers to Crossword Puzzle

ACROSS — 1-Santa, 7-Robert, 13-Err, 17-MB, 20-Bauer, 25-He, 28-Jaak, 33-Jr, 37-LA, 40-Aldana, 51-PR, 58-Mnk, 62-Penton, 73-Motorcycling, 85-ITT, 89-AK, 92-Races, 97-Toy, 103-Bacou, 109-CS, 112-DKW, 116-Nk, 119-TT, 121-Hi, 128-KE, 131-EO, 136-Kenney, 143-RM.

DOWN — 1-Sehl, 2-Area, 3-Nr, 5-Amal, 8-Ob, 9-Baja, 10-Eur, 11-Re, 12-Track, 18-Badrock, 28-Jarno, 31-Ka, 51-Petty, 58-Maico, 62-Potosi, 65-Trask, 67-NY, 73-Mitch, 80-Cranke, 81-Lackey, 83-Neuter, 84-GS, 112-Dak, 114-Win, 120-Tom.



# More Penton Goodies



## RIDING GLASSES

In clear or tinted replaceable lenses, to replace the standard goggles. Swivel side arms for a perfect fit.

## "T" SHIRTS & SWEAT SHIRTS

High quality "T" Shirts & Sweat Shirts with Penton on the front and 6-Day logo on the back in red, white & blue. "T" Shirt is white trimmed in red. Sweat Shirt is white with red, white & blue trim. Available in all sizes.

## CHROME MOLY BARS

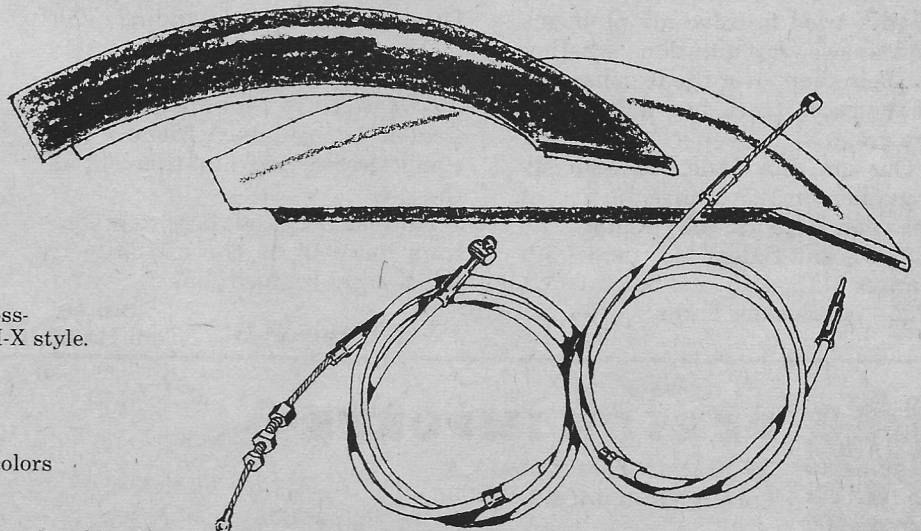
Chrome Moly bars without the cross-brace in 4" or 8" rise. Enduro or M-X style. Standard on all new Pentons.

## PVC PLASTIC FENDERS

The newest design in plastic fenders in enduro or moto-cross styles. Available in Penton colors or silver.

## NYLON CABLES

Nylon coated brake, throttle and clutch cables for all Pentons. These cables work super and are designed for the riders who like perfection.





1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80	81	82	83	84
85	86	87	88	89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104	105	106	107	108
109	110	111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130	131	132
133	134	135	136	137	138	139	140	141	142	143	144

ACROSS

- 1. \_\_\_\_ Ana (Calif. city)
- 7. Winner of 50 Grand Prix
- 13. Be wrong
- 17. Tom American moto-crosser 1972 (initials)
- 20. Winner of '73 U.S. Grand Prix
- 25. Male
- 28. \_\_\_\_ Van Velthoven
- 33. 3rd year of high school
- 37. 3rd largest city (abbr.)
- 40. Winner of first Talladega Road Race
- 51. Public Relations (abbr.)
- 58. Swedish motorcycle (abbr.)
- 62. World's greatest motorcycle
- 73. World's greatest sport
- 85. International Telephone & Telegraph (abbr.)
- 89. Swedish moto-cross racer (initials)
- 92. What you compete in
- 97. Play thing
- 103. French moto-cross star
- 109. Chief of Staff (abbr.)
- 112. Has a Sachs engine
- 116. Neck (abbr.)
- 119. Tourist Trophy (abbr.)
- 121. Greeting
- 128. No. 1 dare devil motorcyclist (initials-reverse)
- 131. End of (abbr.)
- 136. Top American moto-crosser 1971
- 143. Nat. No. 1 1971 (initials)

DOWN

- 1. Famous H-D flat tracker
- 2. Region
- 3. Near (abbr.)
- 5. English carburetor
- 8. Obstetrics (abbr.)
- 9. Famous desert race
- 10. Europe (abbr.)
- 11. Reference (abbr.)
- 12. What you race on
- 18. ISDT qualifier
- 28. Daytona Winner 1973
- 31. Kansas (abbr.)
- 51. Fender maker
- 58. W. Germany moto-cross bike
- 62. Jack Penton won twice
- 65. Jeff Penton won twice
- 67. State (abbr.)
- 73. Winner of Mint 400
- 80. Calif. Penton star
- 81. Top American moto-crosser
- 83. Gender
- 84. Type of Sachs Engine (abbr.)
- 112. Dakota (abbr.)
- 114. What you hope to do at a race
- 120. A Penton family member

Dear Sir:

As you can see by the letterhead, we are not new to racing. However, we are new to motorcycle racing. This is a note to praise one of your Penton dealers.

Dale Burton and his assistant, Tom (Grunt) Seacrist, of Lisbon Cycle Sales, are to be commended for their effort and patience with customers. The two of them have always tried to solve my problems and answer my questions whether in their shop, over the telephone or at the races. Once again, these two are great.

Our son, Jim Gane, has been riding a Penton 125cc since the first of the year. Here are the results;

3/25 - 2nd Salem M.C., 4/8 - 5th Pirates M.C., 4/15 - 1st Salem M.C., 4/25 - 7th Buckey Trials.

Yours truly,  
W. J. "Bud" Gane

Youngstown Race Products  
Youngstown, Ohio

Dear Sir:

I would like to let you know that since my husband and I purchased our Penton Jackpiners, we have enjoyed them immensely. Their quality and workmanship far exceeds any other bike in the field. Dependability is outstanding. This is the motorcycle we heartily recommend to our friends.

Our dealer, The Motor Sport Center, has provided friendly and competent service, and this is it all the way.

Without a doubt these new Pentons have to be the ultimate in lightweight competition.

Sincerely,  
Glen Burnie, Md.      Toni Handi



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