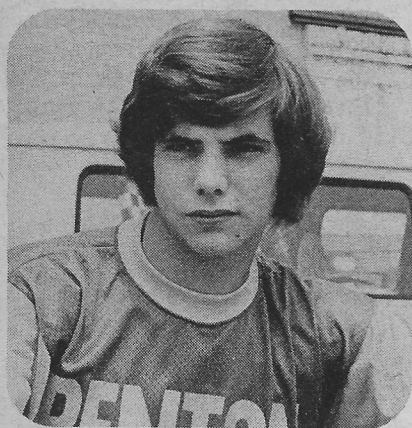


Keeping Track

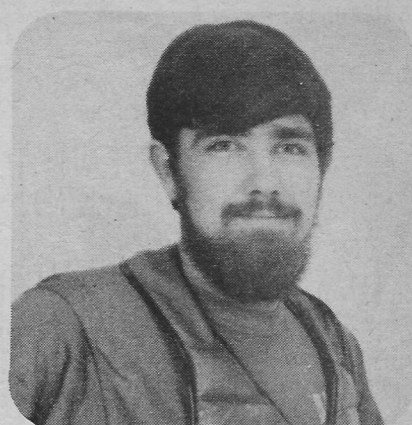
The Penton Owners Monthly News Happening!



Jack Penton

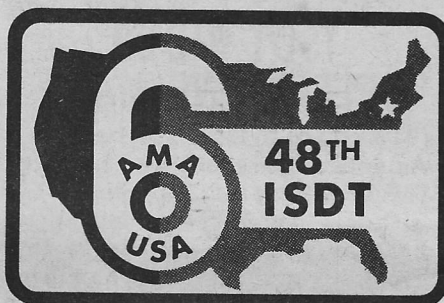


Jeff Penton



Bill Uhl

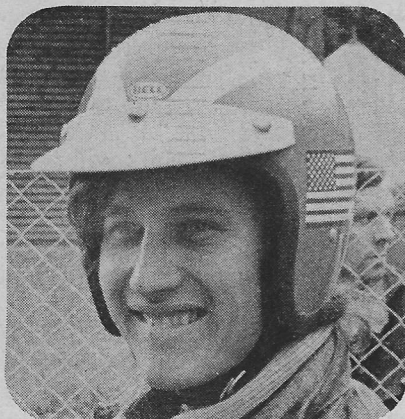
THE UNITED STATES



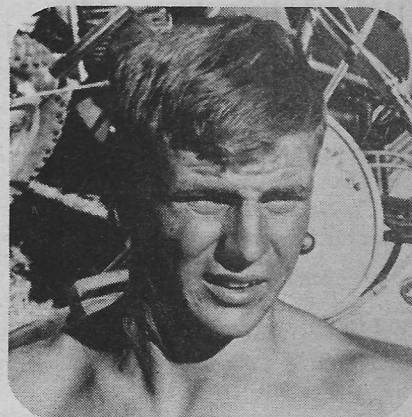
TROPHY TEAM



Dane Leimbach



Carl Cranke



Tom Penton

INSIDE

125cc WORLD CUP

THE NEW 250cc PENTON HARE SCRAMBLER
NATIONAL ENDURO STANDINGS



Many of our dealers and riders will learn that I have resigned from the executive board of the AMA.

Further, you will note that I have had no comments to the press or otherwise. I would definitely like to clarify my position on this matter to the dealers, riders and supporters of Penton motorcycles and Hi-Point Accessories. My resignation has in no way anything to do with the 1973 ISDT. In no way will it effect the ISDT promotion or outcome. My past executive knowledge of the ISDT promotion is that the event is well on course with excellent leadership under the direct guidance of Al Eames and Dave Welsh. These fellows are far removed from the politics of the AMA, know what their goals are and are truly dedicated motorcyclists. Believe me, the ISDT is in good hands.

As for my resignation, my few comments to you on the matter are only that it was in no way ISDT motivated, the resignation was entirely voluntary.

My resignation was based entirely on my moralistic and idealistic position and in no way connected with wrongdoings or collusion.

Many comments which come forward to us about the 250cc are pointed directly at the optics of the hideous looking exhaust pipe. This I feel is a terrible injustice to our Development Department. It must be remembered that no other 250cc moto-crosser, with powers in the top shelf 250cc class, are muffled to any acceptable degree.

Our Development Department has invested thousands of dollars to come up with a bunch of muffled horsepower in the 250cc and we get a slap in the face.

I strongly feel that our critics should go far enough to say, that if one wants to give the public better

optics on the Penton 250cc, it is very easy to remove the muffler with a hack saw at the expense of jeopardizing the public image of motorcycling with the noise.

We have worked very hard to furnish our customers with an acceptable noise level and consider this type of criticism an insult.

Dealers, riders and owners, I seriously wish to inform you that you can remove the muffling system on the 250cc, thus leaving the typical stinger projecting. This will have no ill effects on the performance or longevity of the bike.

So we beg of you, if you are dissatisfied with the optics of the 250cc, get out a hack saw and go to work on it. Then install a silly little can as an excuse for a muffler.

However, I can warn you on one point, I don't think your 250cc will any longer pass the 92dba level as prescribed for competition come January 1974.

ISDT RIDER SELECTIONS MADE

The AMA announced the American riders and teams for the U.S.'s running of the 48th ISDT, with the Penton cycles and riders heading the U.S. efforts as the Trophy Team. The riders who will be on the Trophy Team are, Tom Penton, Jack Penton, Jeff Penton, Carl Cranke, Dane Leimbach and Bill Uhl.

Four other Penton riders made the Six-Days field with Doug Wilford as alternate to the Trophy Team; Jim Hollander, highest placing independent rider in the qualifiers, will be on the Vase "B" team; Joe Barker and Paul Danik will be on the #3 Club Team, all on Pentons.

41 riders were selected to ride the ISDT and were chosen from their qualifying positions at the end of the six 2-day qualifying trials.

Penton cycles completely dominated the series with four overall wins and winning most all of their capacity classes.

The Six-Days machines are now being prepared and plans are being made to support the Trophy Team efforts.

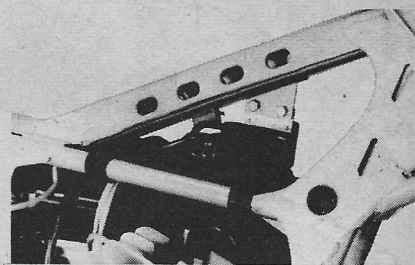
ERWIN LECHNER TO MANAGE TROPHY TEAM

KTM race director, Erwin Lechner, has been chosen to be the manager for the U.S. Trophy Team for the 1973 ISDT. Mr. Lechner has been involved with 6-days for quite a

few years and is very knowledgeable about the competition. He is the man responsible for putting together the Russian/KTM Moto-Cross Team this year, and he runs KTM's domestic market in Austria.

At last year's 6-days Mr. Lechner helped manage the team along with the Team Manager Doug Wilford. He speaks very good English and all the Trophy Team riders have a high regard for his knowledge, skill and enthusiasm.

EXPLAINING THE NEW HI-BREATHING SYSTEM



As you probably know by now, the new Penton sportcycles incorporate a new air filtering system. The new air filtering system is now under the gas tank and thus far, has proven to be absolutely flawless. This system will not only assure you of not getting mud and water in your engine, but it will prolong the life of your piston and rings.

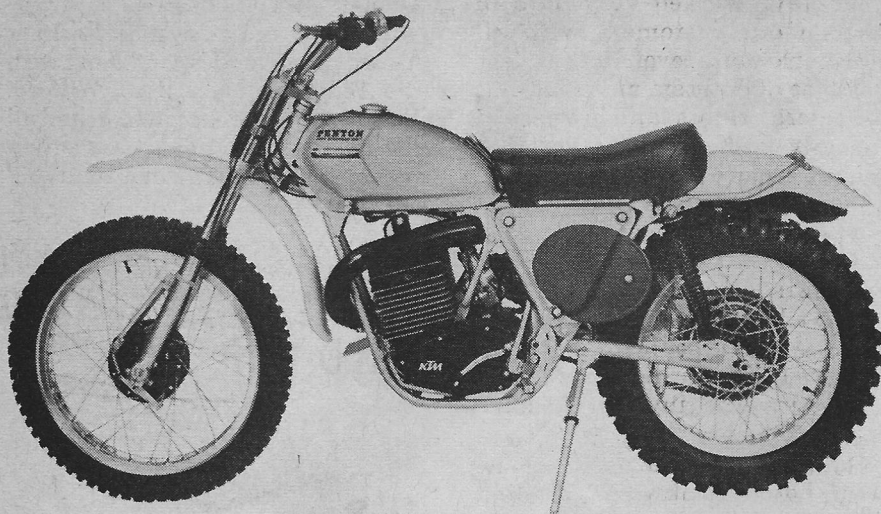
Take caution that you do not neglect to check your airbox after every event, and service your filter as necessary. Also check to see that you have good sealing around your carburetor boot and air cleaner cover. Silicone seal the rubber bushing and bolt-hole under the seat on top of the airbox. If you pay attention to these details, you will not have to be splashed by a Puch or any other machine for that matter. For you Penton riders, who usually ride those bottomless enduros, take heart, our new improved air filtering system will end your problems forever.

PENTON/ISDT SEW ON PATCHES

For our Penton owners we have Penton/ISDT sew on patches. These patches have the official 6-Day logo in red/white/blue and Penton in green. An absolute must for every Penton owner who is serious about his motorcycle and the ISDT event. Support your Penton Trophy Team by sending in \$1.00 for your souvenir Trophy Team Patch.

Send \$1.00 to Keeping Track, 3709 W. Erie Ave., Lorain, Ohio 44053.

LOOKING AT THE 250cc PENTON HARE SCRAMBLER



After a year's testing, it is finally coming down the production line into Penton Imports and to your dealer's showroom floor. I'll give you one guess what it is. Yes, the Penton 250cc. Let's take a complete look at the machine.

A newly designed frame of Chrome Moly with the special Hi-Breather under the gas tank running down to the still airbox. The forks are new Cerianis, with larger diameter tubes and give the finest action. The front hub is a full width magnesium hub for lightweight and laced to a 21" Akront rim giving a nice light front end. The handlebars are also of Chrome Moly and feature an 8" rise 36" width and no crossbrace due to the new steel.

The rear hub is a brand new magnesium cast conical for the increased horsepower the engine now puts out and is a lighter configuration. It is also laced to an Akront rim. The rear shocks are Girling and the swing arm is in roller needle bearings, one of the really new features to give superior handling.

The fenders are white PVC unbreakable jobs that do the trick and add to the looks. The moto-cross model features the 1.4 gallon moto-cross tank and the color of the Hare Scrambler is gold with green number plates.

The newest Magura style brake, clutch and throttle controls are used. The chain guide and mud guard are improved and are much sturdier

than in the past.

Now, about this engine. Powerful, smooth, responsive, yes the new Penton incorporates all this. We designed an engine that puts out over 34 h.p., but one that is still tractable for woods and trails work with good throttle response. But, turn it on and you will definitely go faster than any other 250cc now in existence. This, combined with the 6-speed transmission, offers you great versatility and we have proved this by winning several trials and a G.P. Moto-Cross with the new 250cc. The gas is fed through a 36mm Bing and exhausted out a tuned upswept expansion chamber with a quiet, not-so-neat-looking, effective muffler, integrated into the pipe. The spark is supplied by a new double heat sink Motoplat.

All in all we feel the 250cc Penton is in a class by itself and we still retain the Penton versatility without losing anything in any department. The new Penton 250 Hare Scrambler is definitely a connoisseur's cycle engineered and put together in the most careful of ways. The price is expensive, but less than special Japanese models such as the YZ Yamaha, proving that quality and the best will cost more. The true way to know what kind of performance the new Penton puts out and the nitty gritty down to the bolts, is to stop down to your dealer when his Penton arrives, and check it out. It not only looks fast, it is.

ENGINE

Type
Single cylinder/two-stroke piston port/air cooled
Bore
62mm
Stroke
71mm
Piston Displacement
245cc
Max. H.P.
35 at 7,400 rpm
Lubrication
Oil and gas mixture

CARBURETION

Type
36mm Bing/single side/center float
Air Cleaner
Paper

ELECTRICAL

Type
Motoplat transistor ignition with 35 watt main light power
Ignition Timing
2.55mm before top dead center
Spark Plugs
Champion L-57R, Bosch W290T16, NGK B 9HC

TRANSMISSION

Gearbox
6 speeds/foot operated
Gear Ratios
1st, 13/36; 2nd, 18/32; 3rd, 21/28; 4th, 24/25; 5th 26/23; 6th, 28/21
Primary Ratio
29.78
Clutch
Multiple disc plate clutch, 7 plates

CHASSIS

Type
Double down cradle-Chrome Molybden steel. Steering head welded on frame tube
Suspension Front
Ceriani — hydraulically dampened telescopic fork
Suspension Rear
Girling shock absorber (swinging arm in needle bearings)
Brakes
Center line single leading shoe
Tires
21x3:00 front, 18x4:50 rear (M-X type)

Fuel tank
1.8 or 2.4 gallon fiberglass

DIMENSIONS

Length 82 in.
Wheelbase 55 in.
Ground Clearance
10 in.
Weight
210
Color
Gold



ONLY Mad Dogs & Englishmen GO OUT IN THE SUN!

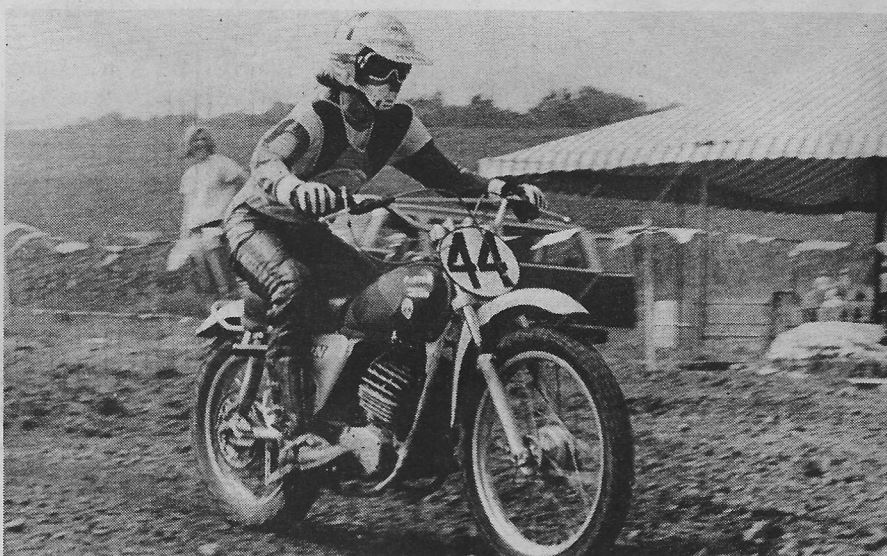
THE 125cc WORLD CUP

St. Louis on a Sunday in the first week of August is HOT! The sun bakes the track and your brains, and naturally the track is not watered or prepared and the dust just rolls off in clouds. After getting soaked \$6.00 to spectate and another \$1.50 to park!!! your spirits as a spectator are dampened when you start choking on the dust. Yes, the stage for one of the most important moto-crosses of the year lacked in preparation.

But it did not lack in talent and enthusiasm. Over 2 dozen foreign riders and around 30 U.S. riders were all psyched up. What was making the race interesting was that most of the riders never rode against each other, so the unknown factor was strong. The length of the motos, 2 — 40 minute races, also was a factor as the end results showed that conditioning and experience pay off.

The moto-cross stars flying the Penton banners were Ray Lopez, Tim Lunde, Doug Kane, Mike Terry, Mark Harrington, Bruce McDougal and Eddie Cole.

With the dust conditions bad, the starts were all important and in the first moto over 40 riders were lined up ready to go. The start gate dropped and who else but Ray Lopez powered his Penton into the lead. For three laps he held off the field and then disaster struck when his crank pin went out, and he had to retire. Swede, Nils Nilsson, then powered into first on his factory Husky and Gil De Roover of Belgium took 2nd on his Husky. But flying over the course was Tim Lunde who zapped by De Roover and really started moving on Nilsson. But again disaster struck when Lunde had Nilsson in sight and his clutch blew. Now the two foreigners had



Eddie Cole raced his Penton to about 14th overall. Ed just couldn't seem to get rolling in the starts.

the leads sewed up but back in 3rd was the first U.S. rider and it was Mark Harrington of Amarillo, Texas on his 125 Penton, really moving and holding a 3rd for the entire race and bringing his Penton in as the first American.

With Lopez's and Lunde's machines again repaired, the second moto was ready to start.

Again Pentons surged into the lead. This time it was Tim Lunde, but only a ½ lap and he was out when a coil wire came loose. Husky star, Bob Grossi, then took the lead for two laps when flying Bruce McDougal came charging by and really began pulling a lead. Bruce charged for 20 minutes and looked super good, but that factor of long motos came into play. Bruce faded and faded fast. Grossi and about seven other riders got by a tiring Bruce. One of the riders was Mark

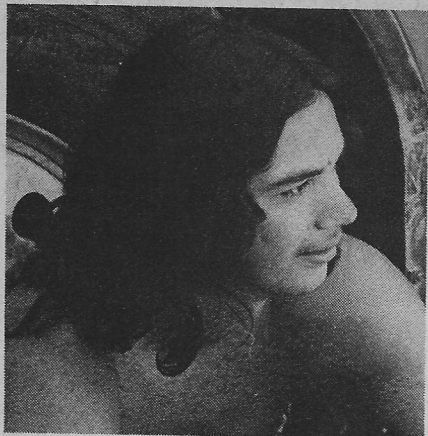
Harrington. He was 5th and the heat was also beginning to show on Mark. He tried to get into 3rd, but never made it. Grossi, Dan Turner, Micky Boone, Nilsson and Harrington, in that order. Mark was the highest placing Penton.

The race proved one thing, already known, in 250 and Open Pro M-X, U.S. riders must train and get themselves in better shape for the long motos.

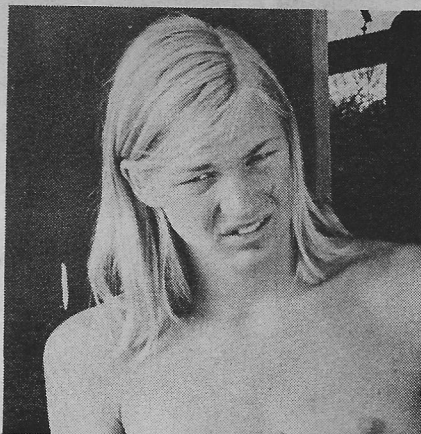
Riders like McDougal, Lunde and Harrington can go like the hammers of hell, but must train to go like that for 40 minutes. Not a small task.

Track conditions were very poor and ¾ of the riders had to eat large amounts of dust for 80 minutes.

No, Pentons didn't win, but the riders put on one hell of a show and ending up 4th overall against over a dozen foreign riders and some of the U.S.'s outstanding 125cc riders is no small task.



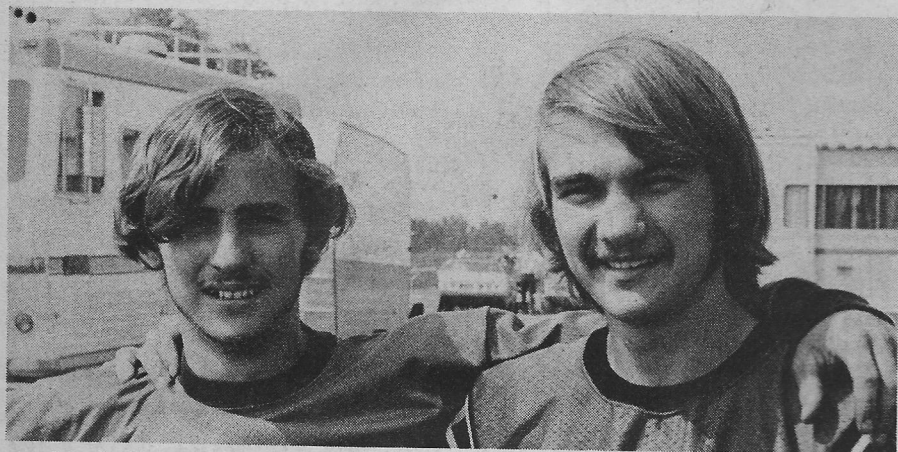
125cc Nat. M-X Champ, Ray Lopez, had a bad day with engine trouble after taking the lead in the first moto.



Mammoth G.P. winner, Tim Lunde, had flashes of brilliance until he too was plagued with engine trouble.



Mettco star, Bruce McDougal, put on a 20 min. show in the 2nd moto with a large lead until the heat and fatigue took over.



Mark Harrington and Mike Terry. Texas Penton stars and friends. Mark rode an excellent race with a 3rd and 5th for a 4th overall. Mike ran about 18th overall.



Doug Kane from Doug Kane's Cycle World of Zanesville, Ohio took his 125 Penton to about 12th overall. A nice steady ride and ahead of a lot of foreign riders.



Flying, Bruce McDougal, blew all the boys in the weeds for 20 minutes in the 2nd moto. The heat and fatigue caught up to him.



Mark Harrington powering his Penton to 4th overall.

ENDURO- TRIALS TALK



4 PENTON RIDERS IN TOP 10 NATIONAL ENDURO STANDINGS

With the spring round of national enduros over, the AMA has released the point standings of the top 10 riders to date. Of course, the fall enduro season starts the end of September, and this is a mid-stream listing, but nevertheless, it was very enlightening to see four Penton riders in the top 10. Thus far, Penton is the most represented bike in the big 10 and young Jack Penton is running a close second behind last year's National Champ, Bill Kain. Jack has won two national enduros this year and has a very good chance of winning the crown, with four more nationals to be held in the east this fall.

In the 3rd spot is Michigan star, Lenny Keen, who rides a 125 Penton. Lenny has placed 2nd in a number of nationals and has had some real bad luck in others. Lenny will also campaign the fall series and still has a chance for the No. 1 plate.

In the 5th spot is Doug Wilford, who also rides a 125cc and Doug has placed consistently high in most of this year's runs. It will be hard for Doug to take the No. 1 spot, but in the game of enduros, you never know until the last check is scored.

In 7th place is John Stanley, who drives a 175cc Jackpiner. John could be the real sleeper. He won the Lonesome Pine enduro and could put it all together for the remaining runs and surprise everyone. I look for John to move up in the final tabulations.

Red Garter winner, Rick Munyon, didn't make the top 10, but must be in about 15th spot. Rich could also move into the top 10 with three nationals that will run in the west.

Noticeably missing from the list is Husky star, Ron Bohn, who tore his heel up in a cycle accident and missed most of the spring runs, but will be back in the fall to give the top 10 riders some more competition. Also missing is Jake Fischer, who is usually in the top 10, but problems effected him in most of the spring runs.

If you are planning on running the fall series, you had better get your entries in now. The remaining runs are listed.

Sept. 30, 150 Mile Sandy Lane
Meteor M. C., P. O. Box 67
Barrington, N. J. 08007

Oct. 7, 125 Mile Black Coal
c/o Jerry Schuler
Evansville, Ind. 47711

Oct. 20, 300 Mile National
Midwest Enduro Team
c/o Ed Viernmann
3110 Ringer Rd.
St. Louis, Missouri 63125

Oct. 28, 125 Mile Cotton Boll
Track & Trail Riders
P. O. Box 9251
Amarillo, Texas 79105

Nov. 4, 125 Mile Redwood Nat.
Redwood Scramblers M. C.
P. O. Box 760

Crescent City, Calif. 95531

Nov. 11, 100 Mile Kaw Valley
P. O. Box 831

Lawrence, Kansas 66044

MOTO CROSS TALK

Indian Dunes, 7/22, Penton riders Eddie Cole and Tim Lunde did a moto-cross battle in the 125 Expert class and Cole took the lead and Lunde followed him for the 2nd spot. The 125 Jr. class also was a Penton battle with Penton rider Richard See taking the lead over Penton rider Kevin Tidball. The 125 Jr. II class saw Penton rider Tom Morris win his class and Brian Renshaw took 3rd in the 125 Int. class.

MUNTZ CYCLE PARK, 7/22, AME MOTO-CROSS, JIM HALE WON THE 125 SR. CLASS ABOARD HIS PENTON AND MIKE CARTER DOUBLED UP HIS RACING AND WON THE 125 JR. CLASS AND THE 100 JR. CLASS ABOARD HIS PENTONS.

Ravenna, Ohio, 7/15, Ohio International M-X, Penton riders made a clean sweep of the 100cc Class with 1st going to Mark Tracy, 2nd Rodney Croskey, 3rd Bob Crosier, 4th Doug Beasley, 5th Bob Sharp. The 175 Class saw Joseph Fidel take 3rd and David Wise 4th.

Escape Country Moto-Cross, Trabuca Canyon, Cal., 7/22, Mark Tyler won the 125 Expert class on his Penton ahead of Ray Lopez who placed 3rd in that class aboard his Penton. Other Penton high place finishers were Jim Felton winning the 125 Int. Class, Terry Hart took 2nd in the 175 Novice Class and Bob Kapsner placed 3rd in the 125 Novice Class.

7/15 ESCAPE COUNTRY M-X, PENTON RIDERS MIKE MC GONIGAL WON THE 125cc BEG. CLASS, JIM DEAN WON THE 125 INT. CLASS AND GEORGE COLLINS WON THE 125 EXPERT CLASS WITH GREVE GANNON PLACING 2ND.

Novices, Mark Schmeck and Stan Slate raced their Pentons to the No. 1 position in the Nov. 125 & 175 Classes in the Pioneer Arena Short Track.

7/15, WAYNEBORO, VA., JEFF WOOTEN RACED HIS 125 PENTON TO WIN THAT CLASS IN THE WAYNE MOTO-CROSS WITH CHIP MAHANES CHASING HIM ON HIS PENTON FOR THE 2ND SLOT. PENTON RIDER, DANNY ATKINS WAS THE WINNER OF THE 175 CLASS.

15 year old Tom Dulya of Hubbard, Ohio just purchased his 100cc Penton in April of 1973 and has already started winning with it. Tom rides mostly hare scrambles and occasionally a moto-cross and has won 14 trophies with three of those being 1st place trophies and six 2nd place trophies in just a few months.

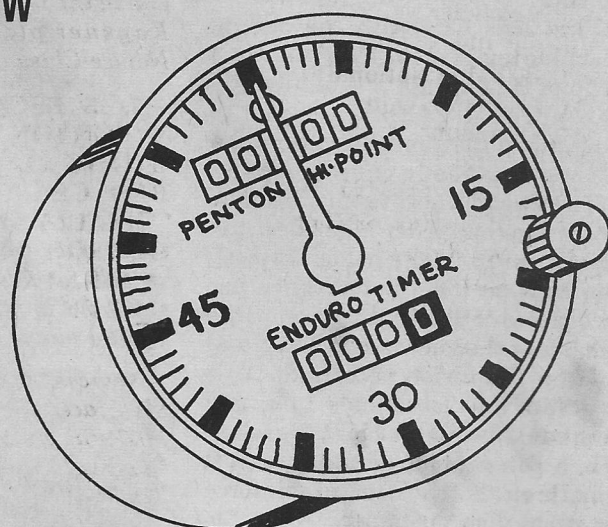
His riding partner, Gary Younkins, has been an inspiration to Tom, as they go to the races together and Gary is the guy to beat at the tracks in Ohio.

MARK HYDE IN A DOUBLE HEADER ON JULY 4TH RODE HIS 100 PENTON TO HIS CLASS WIN IN A MORNING HARE SCRAMBLES AND AN AFTERNOON MOTO-CROSS, ALONG WITH 175 PENTON RIDER, JIM WAYNE AT MESOPOTAMIA, OHIO.



BRAND NEW ENDURO TIMING GADGETS FROM PENTON

BRAND NEW PENTON 24 MPH ENDURO TIMER



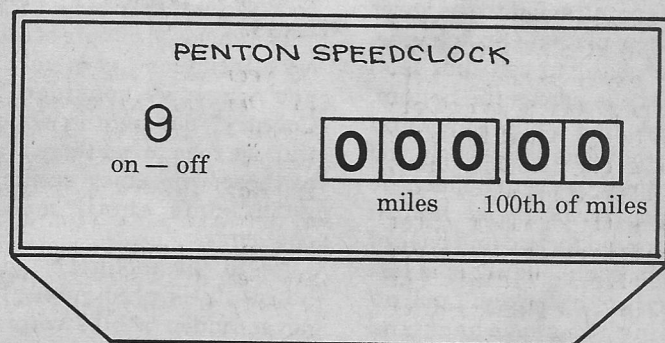
The Penton enduro timer runs off your present enduro cable drive set-up with a W=1.42 ratio.

Timing enduros now, is as easy as matching needles with the new Penton Hi-Point Enduro timer.

The new Penton enduro timer is designed with a 60 minute clock face. When you start a run, the needle will move on a 24 mph average in accordance with the mileage on the odometer. This will tell you what time you should be at that mileage. All you have to do is match your speedometer needle to your pocket watch and you will always be on time, or at least know how late or how early you are.

The Penton enduro timer is completely resettable in 10th's. The time will also be automatically reset when the mileage is. So, no matter what your mileage says, the needle will tell you what time you are supposed to be there.

NEW PENTON ENDURO SPEEDCLOCK

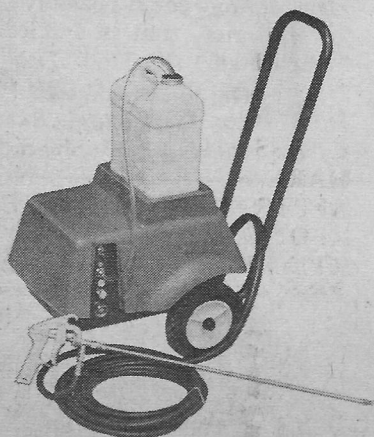


An electric timer that tells you the mileage you should be at, at that given time. It is calibrated at 24 mph with a quartz operated mechanism and runs off a small battery. Guaranteed 100% accurate to 100th of a mile.

With the Penton speedclock all you do is match the mileage on the speedclock to the mileage on your odometer. If they match, you're on time. With this set-up, you are not involved in minutes or seconds, but mileage only.

NEW PRODUCTS NOW AVAILABLE

HI-POINT HI-PRESSURE WASHER



What every Penton owner needs, but only few can afford. But, for the ones that can, here's the skinny on it.

The Hi-Point Eliminator is mounted on wheels for extreme portability and easy storage. Ideal for your garage or workshop. It's quick, quiet and compact, yet it puts out 500 lbs. psi at a rate of 2 gallons per minute. It has Hi-Point quality throughout, from the heavy steel base, to the chemical resistant cover, to the high pressure hose. This compact washer is light in weight, comes assembled and ready to use at a price that will please. From your Penton dealer.



NEW TWIN AIR FILTERS FOR PENTONS

The newest foam element filter available, the Twin Air Filter, designed especially for your CMF Penton. It's completely restyled from the filter you're use to using and has a top to absolutely clear your air.

PUTTING YOUR ROUTE SHEET IN THE ENDURO ROUTE HOLDER

By Doug Wilford



Most every enduro rider at one time or another has put a route sheet on a motorcycle. There are many varied ways and means of doing this. The one I will discuss is the Hi-Point route holder which is used by every top ranking enduro rider I know.

This very simple little gadget can cause much woe, if not properly used. Like the time you fell in the river and it filled up with water. Oh me, the bike is still running fine, but I can't see what the route sheet says. The water has fogged the lens, the paper is wet, and when you try to roll it ahead the paper pulls in half. There are, of course, the absolute worst things that could happen to your Penton approved Hi-Point route sheet holder. Now the cure is fairly simple and it works. John Penton taught me, and I hope I can teach you.

There are two oval ends on this route holder, and after everything is done and you put it all back together, tape around the cracks on each end. This holds it all together even if you lose the wing nut, and it also keeps out the river, or puddle, or whatever moisture you might locate along the trail.

Of course, this is not all. There is a sure way to tape your sheets together so they don't pull apart. After you have written all your codes on your route sheets, you know at

turn number 9 it's plus 45 or minus 15 or whatever you are tuned into. You will have to either cut the route sheet in strips, or transcribe everything (correctly of course) to an adding machine tape. These then have to be put on the rods or spools of the holder.

First let's deal with the adding machine tape. On the back side run a strip of Scotch tape the full length, the purpose of this is only to strengthen the paper, because when it's wet, it is easily pulled apart.

The second step is taping the route sheet together. After it has been cut into strips to fit the holder, overlay the ends so they match. Then use two pieces of Scotch tape, one on the outside or the top of the overlay, and one on the inside or bottom. This prevents any loose ends from getting caught while you turn the roller. Then run a piece of tape the full length on the backside to reinforce or strengthen the paper.

The third step is putting these pieces of paper on the spools. Figuring you will mount your route holder on the left part of your handlebar, so you can turn it with your left hand, we have the knobs facing left, or west or south whichever might be the easiest. Using the finish or lower end of the tape, attach it to the lower rod using three pieces of Scotch tape. (Maybe we ought to sell that tool!) Put the first one across the bottom, with the tape half on the paper and half on the rod. This should help you square the sheet to the rod. Place the other two pieces lengthwise, half on the paper around the rod and back of the paper on each side. This is just more insurance that it won't pull off while rolling the sheet back and forth.

Roll the sheet onto the lower rod and tape the top to the top rod in the same manner. After you put the route holder back together tape around the ends as mentioned earlier.

You should now have either a screwed up mess, or a route holder that is put together the way mine is.



MARCIA HOLLY, female Penton rider from California was on hand for the St. Louis World Cup. Marcia is not only a Penton star but a movie stunt girl.



Gordon Mooney, his Penton and his "Penton Country"

I wish to express my appreciation for the "Penton Paper" that I have been receiving.

The enclosed picture of myself and my "Jackpiner" is merely to show you what we consider "Penton Country" out here in Oregon. The trail we rode to get there is a delight to those who enjoy scenic country with some small measure of challenge.

As to the motorcycle itself, the handling is phenomenal. I have never ridden a bike with such uncanny ability to stay upright even when subjected to horrible riding techniques.

There is only one area in which, I feel, change could possibly help the overall ride, that is a full-floating rear brake.

Gordon Mooney
927 Justice Road
Central Point, Oregon 97501



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