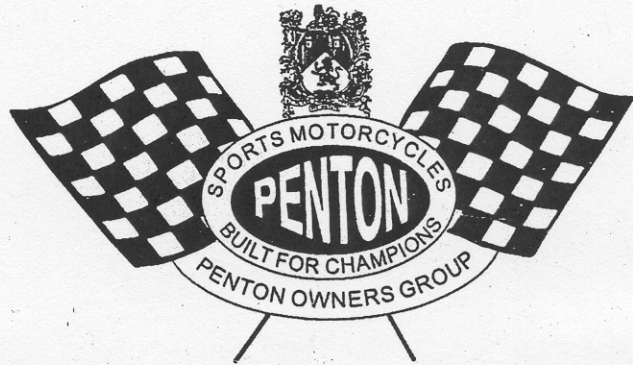


Summer 1998
Issue No. 1

Still... Keeping Track

Penton Owners Group Newsletter

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From the Staff

First of all I bid you welcome, it has been a long time coming but we've published our first issue of Still On Track, it has been a lot of work but it was been worth it. If you were around in the early 70's you may notice the newsletters resemblance to the one published by Penton Imports, Keeping Track, we have a number of past issues and will be reprinting articles from them in this and future issues, so keep an eye out.

We have a number of Stories and articles setup for future issues, **but we need your input**. Please sent us your stories, anecdotes, pictures, announcements, etc. If you have any technical questions or just want to ask John Penton a question, we will do our best to print the information in the newsletter.

Thanks and keep the rubber side down

John Borer
Jborer@moen.com



- Still On Track is published quartile by the Penton Owners Group. Membership in the POG is \$20 per year includes a subscription to the Still on Track news letter which is not available separately.
- Manuscripts, photos, drawings, etc. are welcome but no payment is made for material submitted, used, or retained. Please keep duplicates of your submissions, as we cannot be responsible for loss or damage. Submission of material will be considered as assignment of all rights therein.
- Change of address: Give old and new address and notify us at least 6 weeks in advance. Send address to PO Box 756 Amherst Ohio 44001
- All information furnished herein is provided by and for the members of the Penton Owners Group.

A Note From The President... Alan Buehner

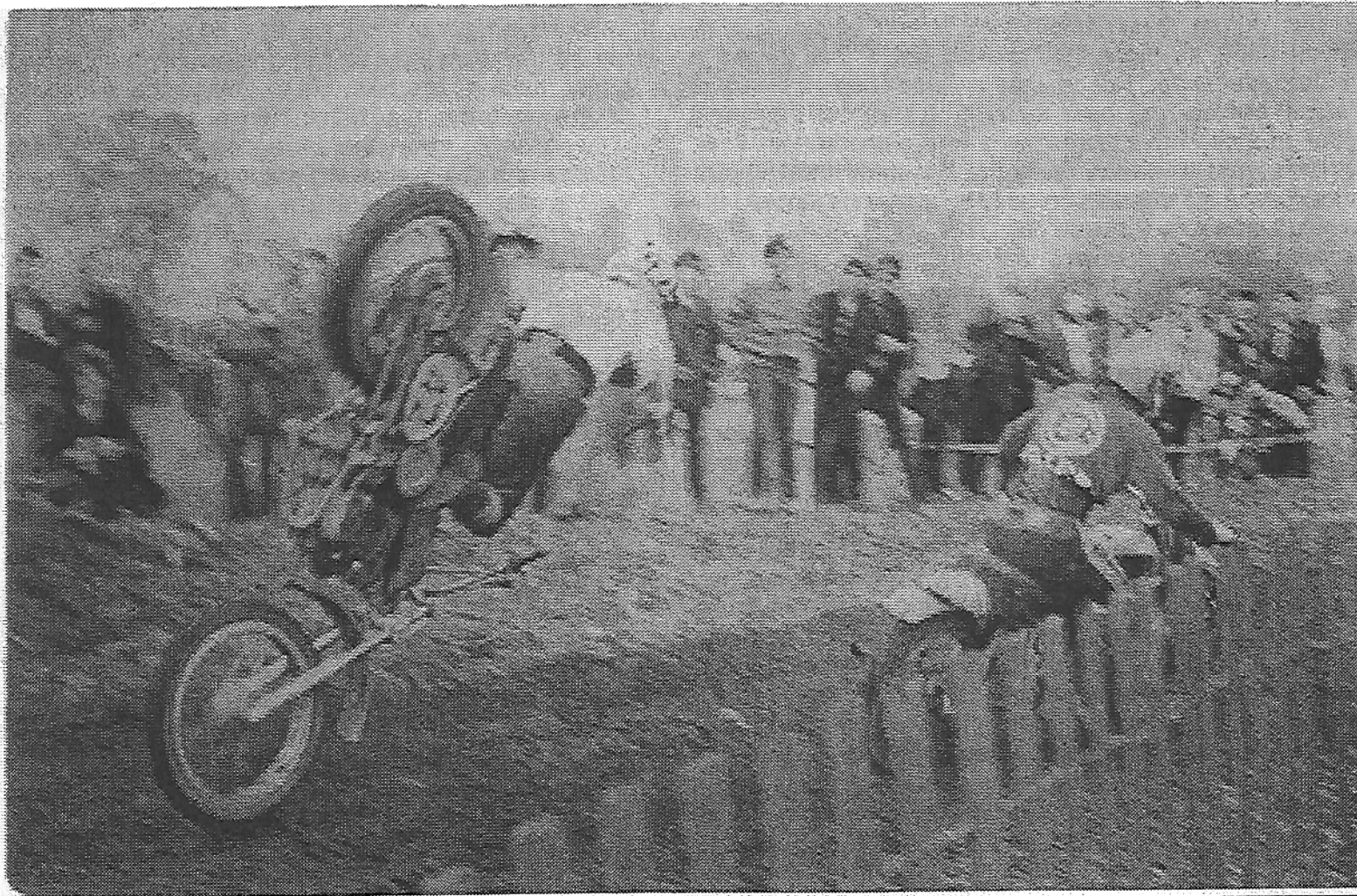
After 5 months and six meetings, The Penton owners group is finally off and running. It's been a lot of work that took forever since that first meeting in November of 1997 but it was worth the wait. One of things that I have stipulated was that whatever we do must be of quality even if it means that it will take a little longer than planned. As of March 20, 1998 The Penton Owners Group is a non-profit corporation chartered under sections 1702 of the State of Ohio. Our Federal tax I.D. no. is 34-1860635. We are an AMA Chartered Club. And we have a P.O. Box 756 in Amherst, Ohio to receive any correspondence.

The Penton Owners Group is going to be different than the other organizations. The leadership structure is comprised to people living in and around the Amherst, Ohio area. Amherst is where John Penton started out and we felt that it was only proper that this should be the base for the organization. In the surrounding area is a wealth of knowledge concerning the Penton brand of motorcycles. Not only was this the home of the Pentons, but also for their employees and some of the top name enduro and MX riders of the early 70's. The Penton era touched the lives of many individuals, some are very well known, others are obscure, but all played a role in the history of Penton motorcycling and many are still making their living in the motorcycling industry today. In future issues of this newsletter we will bring the stories of these people to light.

The constitution and bylaws of the Penton Owners Group were designed to keep the organizational structure simple and easy to manage. Most clubs involve themselves in promoting races or some sort of competition schedule of events. At this point in time we will not be doing this. Any events that we plan on doing will be done through promoters or other organizations that are currently running events. We will be working with other promoters around the country to encourage as many Penton riders to get together at these events and show a Penton presence by riding in these events. If in the future we can get a feel for members who are willing and capable to put some events together, then we will consider doing so.

The main thrust of this organization in the next couple of years will be to assemble, accumulate, identify, organize and preserve as much of the information about the Penton history as we can. We will be doing this by archiving all the previous written material, video taping live interviews of key people involved with the Pentons, and obtaining old photographs.

Many thanks to Bill Smith of Michigan for his help in putting the constitution and bylaws together, Dane Leimbach for his time and assistance, Dale Barris of Penton Honda for his time and a place to hold our monthly meetings, Jack Penton for his enthusiasm and memories, Norm Miller for his co-operation and stories, and Paul Danik, "the man from Mars", who's enthusiasm and hard work kept the drive going to put this organization together.



Boy,...this is going to hurt!

Penton Motorcycle ?

By Dane Penton Leimbach

Please forgive me if this story seems a little self-centered at first, but I feel the need to explain who I am before I can tell of my experiences with the Penton Motorcycles. Bear with me and you will experience the Penton story from a slightly different angle.

I never asked my parents why they chose to use my mother's maiden name for my middle name, but it is indeed Penton. From that piece of information, you should easily deduce that my mother is John Penton's sister, and I, a nephew. As such, I was the recipient of an experience that many people of my childhood era know or have experienced. When I was four, the untimely death of John's first wife from Multiple Sclerosis left their three sons without a mother and as a result they were sent to live in the homes of John's siblings. The closest son to my age, Jeff, came to live at our house for the next three years, turning the boy who had been one of my favorite cousins, into a temporary "brother".

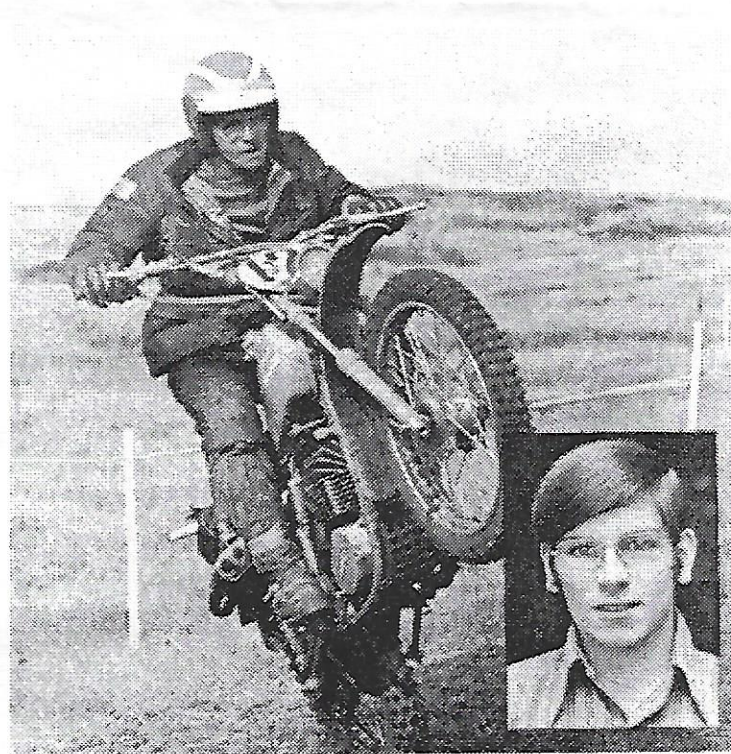
It was during these three years, I first began to view Uncle John as more than just an uncle that owned a motorcycle shop. Notice that I said "shop" instead of "store" as you may hear today in this age of marketing glitz. In those days stores were where you bought food, clothes, and hardware. Motorcycles came from shops. The reason for this was on special occasions Uncle John would come to our house riding his single cylinder BMW enduro machine. It wasn't neat enough that he rode over on the bike, but he gave us rides as well! I was old enough to recognize that the machine was not the same as a motorcycle that was used exclusively for the street, what with its being equipped with the knobby tires, special flat steel metal fenders, and no lights. We didn't care what the bike looked like, because being taken for a ride on it was probably the coolest thing that could have happened to us at that time.

Over the ensuing years we were chased out of the small motorcycle shop that Uncle John owned more times than I could ever remember for being underfoot. But those "associate" experiences in motorcycling planted the seeds that kept me interested in motorcycling all through the years as the shop saw many different franchises pass through the door; BSA, Ariel, BMW, Yamaha, Suzuki, CZ, Husqvarna, and Honda. While I wasn't old enough to ride a motorcycle our bicycles became surrogate mounts and with varied sound effects, we surly thought of ourselves as enduro riders.

At some point Uncle John must have decided that his two oldest sons were ready to experience motorcycling from the riders seat, and gave them an older 125cc Yamaha street bike for Christmas, thus began the new era of Penton motorcyclist. I would jump at the chance to visit

just so I could watch my cousins riding their prized possession. I have no recollection of how long it was or how my first ride came about but I knew I just had to have one of those marvelous machines, *well perhaps not a 125 Yamaha street bike, but a motorcycle none the less.*

Over the years my cousins rode a variety of different motorcycles while I was left to collect pictures of motorcycles that would be just right for me, or perhaps that should read "could afford". In 1966 a fellow from Cleveland, Ohio who was importing a line of small displacement two-stroke motorcycles brought one of these machines to Uncle John's shop and encouraged him to try it out as a competition unit. A casual glance at the bike told Uncle John that it would never make a race bike, but to silence the disbelief of the importer, the 100cc Hansa was stripped of unnecessary parts then equipped with different fenders and given to Jack Penton to race.



In an unfavorable beginning the machine literally broke in half and the test was over. This machine wasn't going to make a race bike. The importer was told and shown the results. He assured John that the company that built this bike could build a better unit and one that could be raced successfully. The

importer arranged for one of these new bikes to be sent over for evaluation and some months later a "Six-Speed" Hansa arrived. Boy was that guy right, not only was this thing different – it was a rocket!

The class of the field in those days was the Yamaha Twin Jet 100 with a factory race kit called a GYT. Like most race machines, it was actually a 100cc street bike converted for racing and then hopped up. You have to keep in mind this was before most Americans had ever heard of motorcross, and smooth track scrambles were where most of these Yamahas were raced. The Six-Speed blew these Yamahas so badly that most people wouldn't believe that it was only a 100cc machine. Not only was it faster than lightning, but it didn't make any noise!

After a number of successful outings Uncle John decided that perhaps this KTM firm could actually build a bike worthy of the term "out of the box racer". After a trip to the ISDT later that year Uncle John returned home by way of Mattighofen, Austria the home Kronreif and Trunkenpolz Motorfahrzeugbaugesellschaft, KTM to most people. It was there that the first arrangements to produce a "Penton" motorcycle were concluded with a handshake. The era of the Penton Motorcycle had begun!

Back in Ohio, when I first heard of this venture, I had to admit I was a bit confused. I can remember asking myself - What brand of motorcycle were they going to put the Penton name on? You mean they're going to actually build a motorcycle and put my middle name on it? Were they going to put the Penton name on a Hansa? Oh well, only time would tell and indeed it did.

When I first set my eyes on the prototype 125 Penton Six Days, I absolutely forgot about any other so-called Competition machines. This was the best piece of machinery I had ever seen and of course I wanted one. Well, actually the 125 was too big for me I wanted the 100cc that was to be made in the near future, but "if wishes were horses then beggars would ride", this was simply not to be at least for a while.

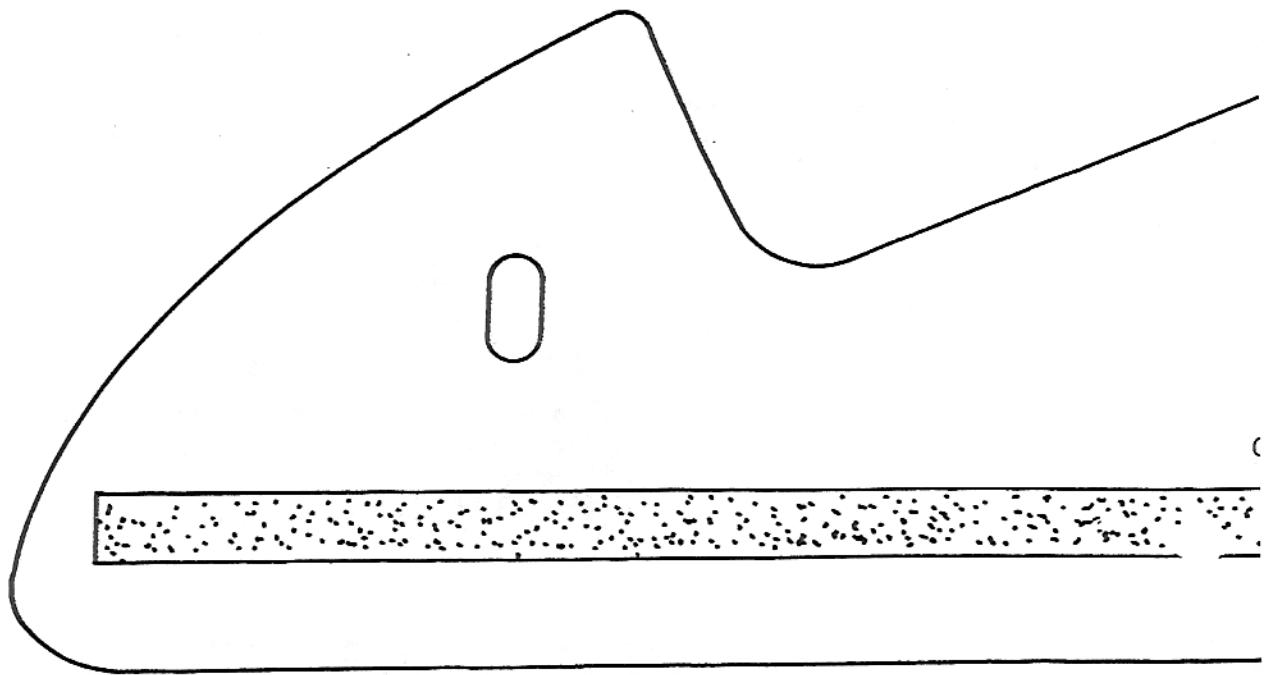
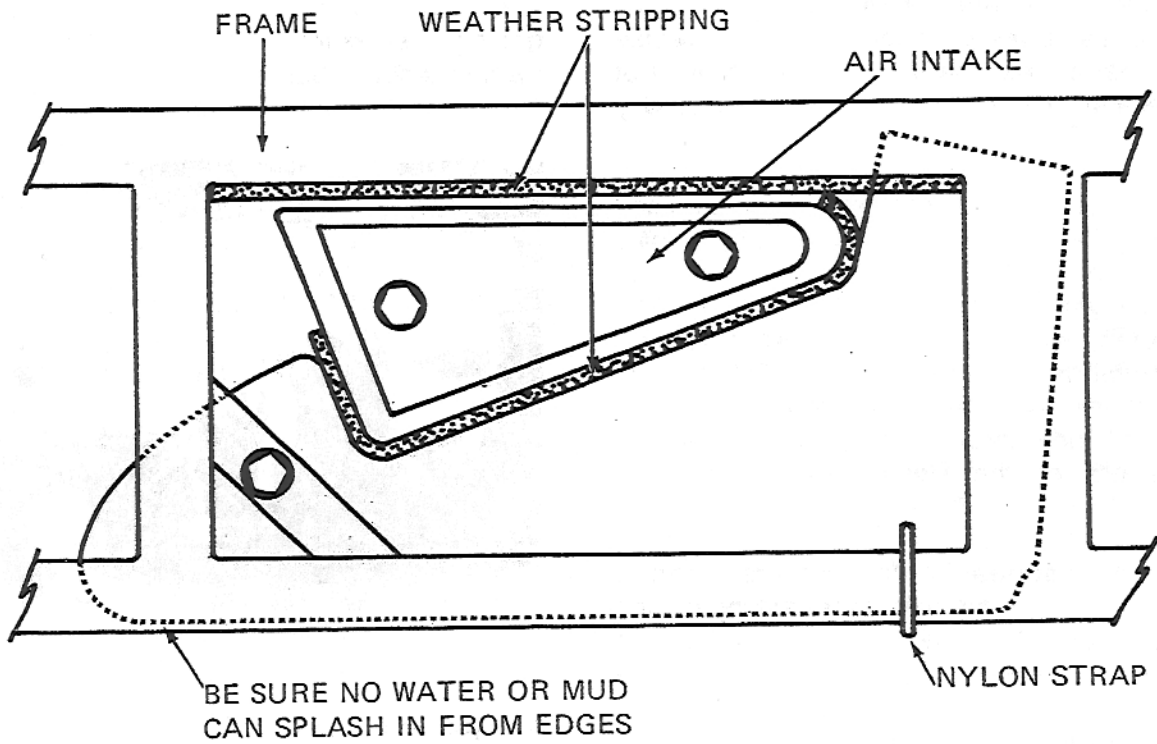
You would think with a famous uncle who rode a motorcycle that having a bike would be a cinch, right? Not if you have a father how has two brothers that were doctors and both had more than their share of experiences with "motorcycle hoodlums" who had been splattered all over the highway and this was sure to happen to me should I start in this motorcycle riding business. It goes without saying that I spent countless hours trying to convince all concerned that I would not meet the same fate as those unfortunate souls that my Dad's brothers had worked on. Finally, in the fall of 1969 my dreams were finally realized, I got my first motorcycle a 100cc Penton Berkshire – frame number V525

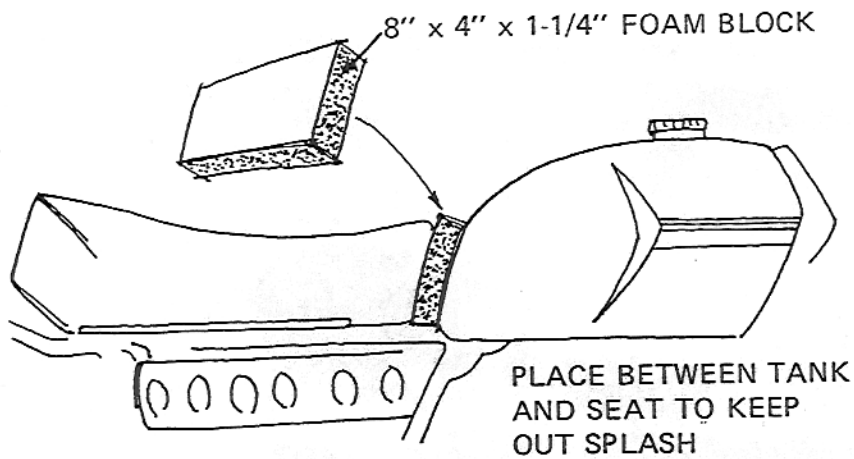


As you can see my doubts about the design, development and production of a "Penton" competition motorcycle were unfounded, all because of the determination of one guy my Uncle John A. Penton. It took me many years to realize exactly how special this man is, but I've learned a lot from him and the life experiences that he's provided. The Penton motorcycle era was only 10 years long but it set the stage for the American dirt motorcycling boom in the 70's and the off-road bikes of today



TEMPLATE & MOUNTING INSTRUCTIONS FOR CMF AIR FILTER SPLASH GUARD

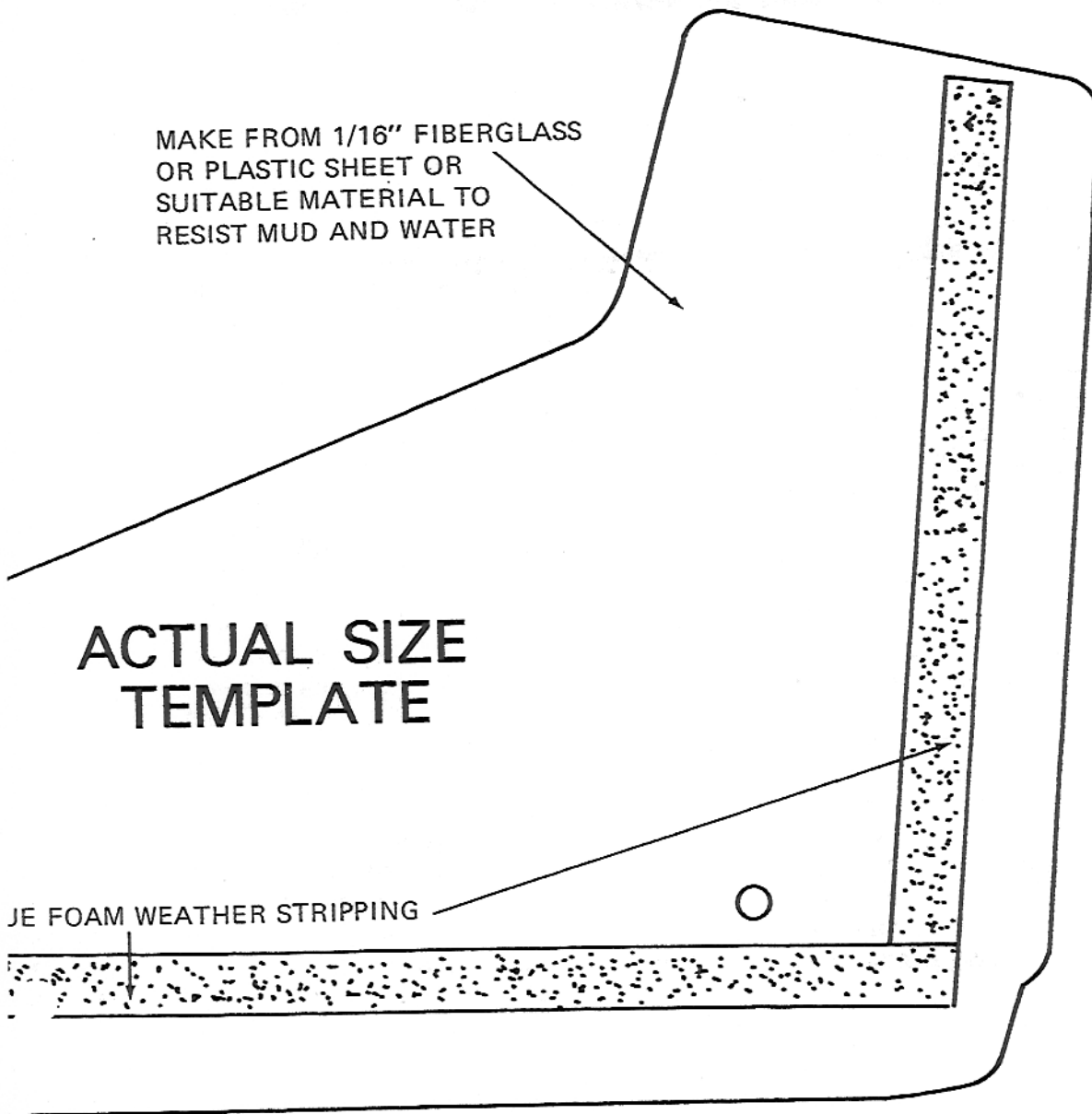




MAKE FROM 1/16" FIBERGLASS
OR PLASTIC SHEET OR
SUITABLE MATERIAL TO
RESIST MUD AND WATER

**ACTUAL SIZE
TEMPLATE**

JE FOAM WEATHER STRIPPING



American Involvement at the ISDT



First U.S. Vase Team 1964, Bud Ekins, Dave Ekins, Steve McQueen and Cliff Coleman.

Walt Axthelm in 1960 was the first American to ever ride the ISDT, but if you could attribute the origin of the American involvement at the ISDT to one person, it would have to be Bud Ekins. For it was through his associations with the influential people of England's Motorcycle companies that he was introduced to the grueling competition of the Six-Days. Having been a three time winner of the Big Bear Run and the 500 mile Greenhorn Enduro, as well as other national championships, he welcomed the challenge the Six-Days offered. 1961 marked his first entry at the ISDT and he rode each event after that until 1968. During his seven year spree at the ISDT he won four gold medals and one silver medal giving him one of the best ISDT records of any American ever involved in this international event.

Another important figure that influenced the American involvement was John Penton. Being actively involved in the national enduro circuit and having won the classic Jack Pine Event numerous times, he was becoming known as the best enduro rider in the country. For his American enduro accomplishments he was given a ticket to Germany from Butler & Smith, American distributors of BMW motorcycles in 1962 and asked to try his luck at the ISDT. In his first attempt at the ISDT he missed a gold medal by one point and was awarded a silver medal. He has ridden a total of six Six-Day events and has won five silver medals always-missing gold by a couple of points or losing it during his special test. But he's still a great rider and holds one of the best American ISDT records.

It was becoming clear to Bud, John and a few other independent riders, that in order to be competitive it

was going to require sponsorship from manufacturers, specially prepared machines, and a knowledge of the rules and strategies employed by the Europeans, none of which were available to the Americans. During the first couple of years, the Americans who rode the ISDT had to do all their own leg work obtaining an international license, getting their entries accepted by the cycle association that was sponsoring the event, preparing their own machines, making travel arrangements, and familiarizing themselves with a new country and the hazards ahead of them. Total cost of which was a debt to the rider. The Europeans, on the other hand, had the support of their governments and manufactures. Arrangements were made for them at no cost to the rider and they were familiar with the terrain and what was to lie ahead of them. In view of these facts, the Americans had two strikes against them before they ever started. Nevertheless, a few Americans had the insight and enthusiasm for this Olympic event to invest a great deal of time, money and talent to represent the U.S. at Six-Days.

In 1964 things started happening for the Americans. For it was in this year the Americans became serious about this international event and combined their individual efforts to form a four man Vase Team to represent the U.S. in a team effort. The first Vase Team to ride for the red, white, and blue was Bud Ekins, Dave Akins, Steve McQueen and Cliff Coleman with John Steen as alternate. These California riders on Triumphs didn't impress the Europeans with the frugal effort but did make them aware the Americans were going to play their Six-Day game and adhere to their methods and strategies. Bub Ekins and Steve McQueen both had bad crashes

and could not finish. Dave Ekins and Cliff Coleman both finished in Gold and John Steen finished in silver. Stuart Peters, Paul Hunt, John Hunt, and Bill Stewart were in Europe at the time of the ISDT. These American riders put themselves together as a team and represented the U.S. in the Vase B competition. Peters, Hunt and Smith had trouble and could not finish, but Stewart won a silver medal. Independent rider, John Taylor, won a bronze medal.

1965 turned out to be a disastrous year for the American riders. Held on the Isle of Man, the Trial goes down as the toughest in the 40 runnings of the ISDT. Plagued by rain, mud, mist and fog, visibility was almost impossible and so was maintaining a time schedule. None of the 21 American riders were able to finish, resulting in no medals for the U.S. and putting the two Vase Teams on the bottom of the competition.

In comparison with the 21 entries in 1965, there were only six entries in 1966, one Vase Team and two independent riders. The Vase Team consisted of past gold medal winners Dave and Bud Ekins along with Jack Krizman and Charles Hockie. The two independent riders were Macolom Smith and Leroy Winters. Bud and Dave both finished with golds with Smith and Hockie finishing with silver. The Vase Team placed 13th.



Ed Schmidt winning a silver at Germany in '69, the second year of Penton cycles in ISDT competition.

Eight riders entered in 1967, a four man Vase Team and four independents. The Vase Team consisted of Husqvarna riders Leroy Winters, Malcolm Smith, John Penton, and Bud Ekins. They placed 14th out of 23 teams with Smith and Ekins finishing with gold and John Penton finishing with a silver. Independent riders Dave Mungenast finished with gold while John Nelson won a silver medal.

American participation increased in 1968 to 18 entries, having two Vase Teams and 10 independent riders. It turned out to be another disastrous year for the United States as they were only three American finishers. The Vase Team A mounted on Sachs consisting of Robert Arison, Robert Ewing, James Camaret and Don Watkins finished in 14th place. The Vase B Team mounted on Pentons and Husqvarnas finished in 10th place with Tom Penton winning a silver medal, John Penton and Dave Mungenast winning Bronze medals. Leroy Winters, the fourth member of the team, did not finish. Tom's silver medal placed him as the highest American finisher on his 125cc Penton.



Malcolm Smith, Motorcycle Hero, has one of the best U.S. records at the ISDT. An injury put him out of this year's running.

1969 saw 24 Americans entered in the ISDT comprised of two Vase Teams, a Manufacturer's team and a club team, with ten independent riders. The Vase B Team all mounted on Pentons consisting of John Penton, Leroy Winters, Dave Mungenast, and Bud Green finished in 9th place with Winters, Mungenast, and Penton winning silver medals and Green winning a bronze. The vase A Team mounted on Husqvarnas followed close behind with a 10th place finish. Team members Dave Ekins and Charles Hockie finished in bronze, Malcolm Smith in the gold and Mike Patrick in silver. Only two Americans brought home gold from Germany, ISDT veteran Malcolm Smith and the first time ISDT rider young Bill Uhl. Other silver medal winners were Al Baker, Preston Petty, Herb Uhl, Ron Bohn and Jerry Pacholke. Bronze medal winners were Bob Hicks, Dave Eames and Robert Maus.

Participation soared in 1970 with 40 American entries. This marked the first year the U.S. was allowed a Trophy Team. In the past the U.S. could not participate in the trophy competition because each team could only ride motorcycles manufactured in its own country, thus eliminating the U.S. The FIM changed this rule

allowing for more countries to enter into the Trophy competition. The first American Trophy Team to ride the ISDT was Don Cutler, Malcolm Smith, Mike Patrick, John Penton, Ron Bohn, and Dave Mungenast, all mounted on the very dependable Husqvarnas. They finished in 8th place with Bohn and Smith in gold, Penton and Patrick finishing in silver with Cutler in Bronze. The Vase A Team mounted on Pentons came in 5th place with Jeff and Tom Penton winning gold medals and Jack Penton and Doug Wilford winning bronze medals. Jerry Pacholke brought home gold, while Steve Hunt, Gene Cannady, Max Switzer, Bob Hicks finished with silver and Robert Maus and Bill Messer in bronze.

31 American riders entered the 1971 ISDT at the Isle of Man with a six-man Trophy Team, two four-man Vase Teams, four Manufacturer's Teams, one Club Team and two independent riders. Americans were getting involved at the Six-Days. After the fine Penton showing the past two years on the Vase Teams, the AMA

awarded the Trophy Team mount to Penton motorcycles. The Trophy Team finished 4th in the world competition for the finest showing ever of any American team. For the first time ever, the Europeans took a second look at the Americans, never having considered them as serious competition before.

Trophy Team riders Jack Penton, Tom Penton, Dane Leimbach, Gene Cannady and Lars Larsson all finished with gold medals. Dick Burlson had mechanical trouble and was unable to finish. The Vase A Team mounted on Husqvarnas finished in 10th place with team riders, J.N. Roberts, Jack Lehto, Ron Bohn winning silver medals and trusty dependable Malcolm Smith finishing with gold.

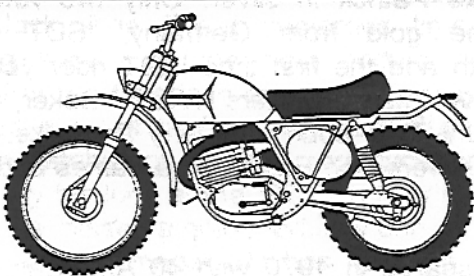
Next Issue Meet the 1971 ISDT Team USA

John Penton in Hall of Fame list

The American Motorcycle Heritage Foundation has placed John's name on the induction list for the motorcycle hall of fame. Working from a list for 400 nominees the AMHF Board of Trustees narrowed the list down to just 100 names, this bringing the total number of inductees to 124. John is joined by other motorcycle notables such as Dick Mann, Gary Nixon, Malcolm Smith, Hap Jones, and many others

So our helmets go off to John with a big congrats!

PENTON
"Built for Champions"



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DEALERNAME



Keeping Track of the Past

Reprinted March 1973 Keeping Track

RESEARCH
NOTICE
DEVELOPMENT



LET'S
DO IT
RIGHT

by john cobb

CARBURETION

We have three different types of carburetors on our motorcycles.

100cc & 125cc — 27mm Bings
175cc — 30mm Amals & 30mm Bings

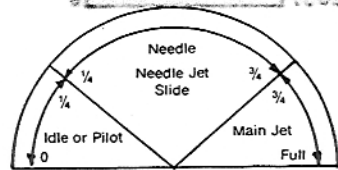
Before we start talking about "How to Jet Carburetors", let's see if this is where the fault lies.

1. Make sure the bike has good compression. If not, it will load up quite easily. If compression is low, check the rings for wear and clearance.

2. Make sure the timing is set right. 100cc & 125cc should be 2.6 to 3.2 before top dead center. 175cc should be 3mm before top dead center.

Your ignition coil may also be faulty and when the bike is warm, it could cause loading up, making you think it's carburetion, when in fact it's a bad coil. If it's a Motoplant, have your dealer check the coil and stator and if it's a points system, check out your condenser.

Now let's get into Carburetion.



Think of your carburetion as a chart; this will make it easier. Now if your bike is loading up from 0 to $\frac{1}{4}$ throttle, your problem probably lies in the idel, pilot jet.

If the bike loads up in the mid-range or $\frac{1}{4}$ to $\frac{3}{4}$ throttle, your problem probably lies in the following: needle; needle jet; slide.

If it loads up from $\frac{3}{4}$ to full throttle, the problem probably lies in the main jet.

Now we have figured out where it's too rich.

But if it's too lean, you may get the same effect. Be careful about jetting.

What a lean condition is, the engine is running out of fuel. Usually it will just quit. But if you go down the road and it's lean in the main jet range, problems will occur, such as piston and ring seizure, rod failure, to name a couple.

Here are a few settings and what we have available for 100cc and 125cc, 24-26-27mm Bing Carburetors. These jets are listed from leanest to richest.

Idle jets: #30, #35, #40, #45
Needle jets: #2.70, #2.73, #2.76
Needles: #5, #4
Main jets: 85 to 155 in graduations of 5.

We have found the best jetting on the 100 & 125 is:

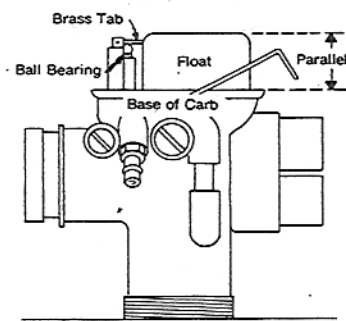
New Bikes:
#4 needle
#2.70 needle jet
#45 idle jet
#140 main jet

On some earlier bikes or a bike you have problems with, this is the jetting we use.

#5 needle
#2.73 needle jet
#140 main jet
#35 idle jet

If you use this jetting or use it as a base, you shouldn't have any problem. Also when doing any jetting or carburetor work, you should remove the carburetor and completely clean it inside and out. Then set the float level. The float level on 100, 125 and 175cc engines using Bing carburetors are as follows:

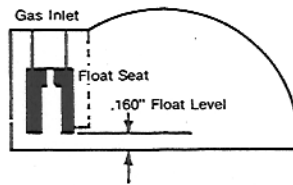
Turn the carburetor upside down. Hold the floats up and let them down slowly. As the brass tab on the float touches the ball bearing on the end of the float needle, the floats should be parallel.



On the 175cc engines, we have two different carburetors. 1. Amal, 2. Bing.

First, we'll go over the Amal. This is the jetting we use and have found it to be the best.

#105 needle jet, large opening to top
#2 long needle
#240 or 260 main jet
#4 slide



The float is set .160" from the top of the float bowl to top of the float bowl seat. Note: To set float level, your dealer should have a float level plug.

If you have a float level plug, remove gas inlet and strainer, insert it in the float needle seat. Turn the float bowl upside down, making sure the plug stays in place. Now heat the outside of the float bowl around the float needle seat. With a small punch or round dowel, push down on the bottom of the float needle seat. Push until the float needle seat bottoms against the leveling plug or until you reach .160" without the plug from the top of the float bowl to top of float needle seat. Note: If your carburetor has a plastic float bowl, then the float level is already set. Now when you reassemble the carburetor, you may find that when you start the bike, you cannot tickle it. This is because the tickler bottom does not hit the float, preventing the gas to flood the carburetor as it should. If this is the case, your dealer should have in stock or can order a

different style tickler bottom. This tickler has a longer reach, plus it is built different to keep mud and water from getting into the carburetor. The part number for the tickler assembly is No. 622-172. We also have a brass float needle with a neoprene tip. This controls the flow of gas better than the nylon one. It doesn't bounce around as much. The part number for the brass float needle is No. 622-197.

The other carburetor on the 175cc is the 30mm Bing. We have found the best jetting for the Bings is:

needle position — 3rd notch
needle jet — 2.73
idle jet — #30
main jet — #150

If the engine is pinging in the mid range, or any range, it's lean and should be richer:

needle position — 2nd notch
needle jet — 2.76
idle jet — #35
main jet — #155

For the best results on any of the Penton sportcycles a premium fuel that is leaded should be used.

HI-POINT RUBBER RIDING BOOTS



Internal steel toe cap

The rubber boot made for cycle riding. Offers complete protection to the feet and legs while keeping you completely dry. Great for trials, hare scrambles, etc. Sizes 6-12

DEALER NAME

TECH TIPS

For those of you who are in need of replacement air filters for your Penton, Unifilter makes them. Check with your local bike dealer and ask for: #NU3410 for the 1969-71 Pentons and #1401 for the 1972-74 Pentons with the fiberglass air boxes.

Kip Kern says: For painting 1969-71 frames, he uses GM- Corvette silver finish coat enamel. He mixes his paint with hardener and

reducer and applies it with a spray gun. Temperature and humidity are critical for drying time and determines whether the finish will be smooth and consistent in color .

For those of you without a spray gun Denny Laidig of Holeshoot racing in Akron, Ohio had a batch of paint mixed up for sale in aerosol cans. His phone number is 1-330-253-7455.

Dale Barris of Penton Honda in Amherst, Ohio says "if you're having trouble finding fork seals for your cerianni's, check your local Honda dealer for the following part numbers: #91-255-273-000 for the 32mm forks, the size of the seal that you need is 42 x 32 x 7mm; #91-255-273-010 for the 35mm forks, the size of the seal that you need is 47x35x7mm. You need two seals for each fork leg. So make sure you buy enough.

**Penton Owners Group
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