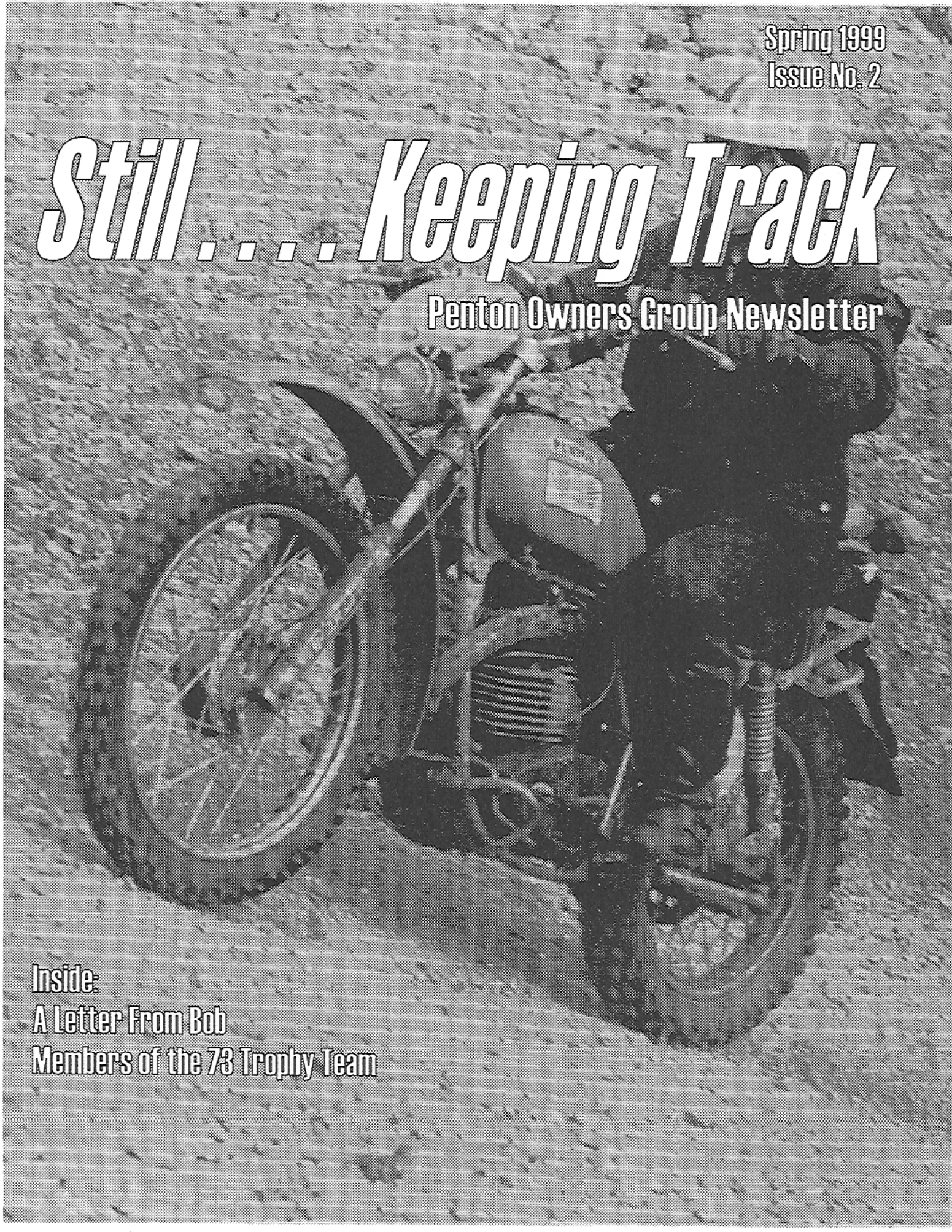


Spring 1999  
Issue No. 2

# *Still . . . . Keeping Track*

Penton Owners Group Newsletter

**Inside:**  
A Letter From Bob  
Members of the 73 Trophy Team



## From the Staff

By John Borer

### **INEED YOUR HELP!**

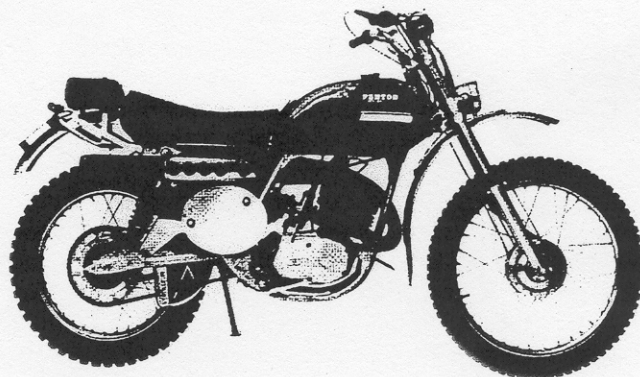
A number of members have been asking about the newsletter, where is it? Why can't we have more issues, where's the information? Well, first let me ask what do you want out of the club and this newsletter? Do you want technical help and articles, old race stories, new race stories, race schedules, a reading of the minutes, just old reprints of the old *Keeping Track*? I would appreciate you feed back please tell me what's on your mind, what you would like to see.

And this is where you come in, I need your expertise. I'm don't have an extensive background in the off-road bike world, but I do have the enthusiasm. I need you to submit articles race results technical help whatever. NOTHING IS TO SMALL.

Below is my home address please send any and all information to me directly and I will make sure that all items wished to be returned will be done so promptly. I also have a e-mail address if you would prefer to send it electronically.

*Thanks, and keep the rubber side down*

John Borer  
10220 Quarry Rd Amherst Ohio 44001  
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

The AMA Vintage Days event at Mid-Ohio is now history. I had a great time meeting some of you for the first time and revisiting the others who I have met in previous years. Our display was a first class set-up with many beautifully restored bikes and plenty of old photos. Like the old saying "time flies when you are having fun", it went by too fast for me to be able to see everything at the event. Special thanks to Kip Kern for helping me keep an eye on things during the event. His camping out at the display allowed my wife Rosemary and I to take off on Friday evening and watch the half-mile dirt track races at Ashland County fairgrounds. We had a good time watching the races, meeting old friends, and best of all had a interesting time being with Forest Stahl of Yorktown, Indiana. Forest not only gave us a ride to and from the track, but also provided much valuable inside information on the tricks to setting up and riding dirt track bikes.

arrangement and providing the cook-out at the MX pits. Everyone had a great time at the MX track especially the 11 riders of the Penton only class who received a certificate of participation award signed by Jeff Smith, John Penton, and Dick Mann.

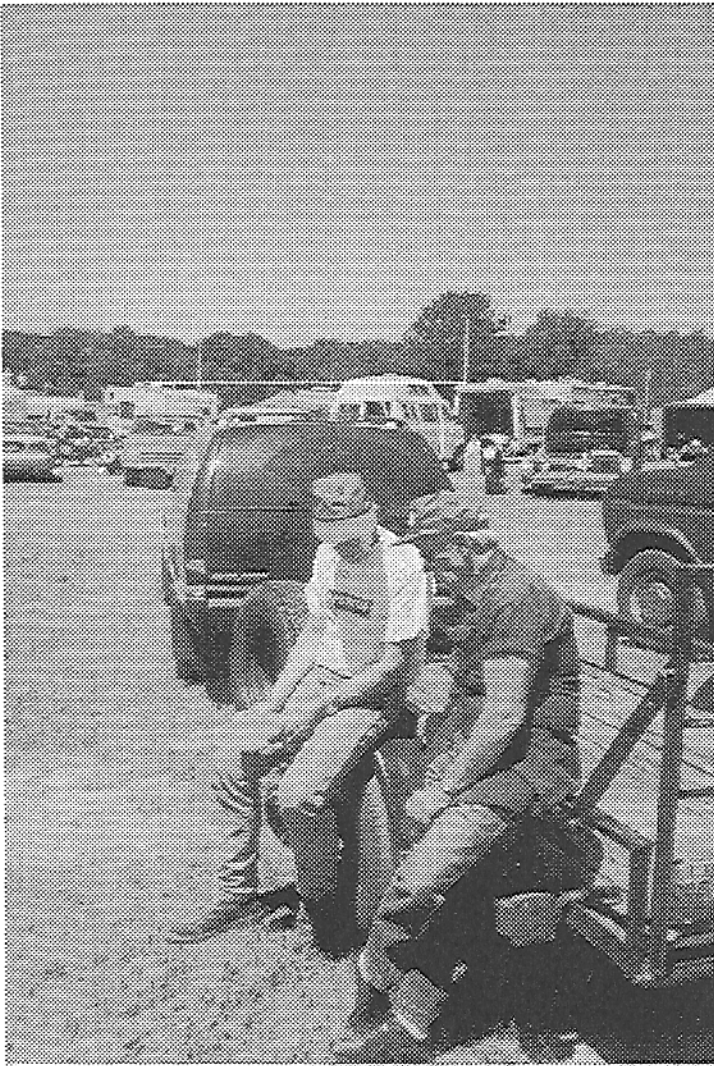
A big thank you goes out to David Houghton and his wife Debbie of Delaware, Ohio. Debbie took photos of the 1997 Vintage Days display that were of exceptional quality that I knew that I had to ask her to be our official photographer at Vintage Days for 1998. For the second year in a row Debbie came through and mailed us a stack of photos that are all first rates. These are being put into an album to show at future events and some are the ones printed in this month's newsletter.

Plans are being made for this year's display. In addition to the Mid-Ohio event, we are planning on setting up a display at the West Coast event at Sears Point in April of 1999. This will give the members in the western states to show off some of their bikes and hopefully meet John Penton. Anyone who has a restored Penton and would like to show it at this event should send us a note along with a photo of your bike to our P.O. Box in Amherst.

Also in the works, is a proposal to the AMA for Penton to be the feature marquee for the vintage days events for the year 2000. This will most likely be a combined Penton - I.S.D.T. display. We are in the process of talking to all of the top riders from the 60's and 70's who rode these events to see if they are willing to participate. More information will be presented to the membership on this in a future newsletter.

## **VINTAGE DAYS 99 AT SEARS POINT**

Plans are under way to set up the Penton display booth at the AMA Vintage Days West at Sears Point raceway from April 17-18th 1999. We are trying to duplicate the display that was set up at Mid-Ohio in July. To pull this off, we need help from our members in the Northern California area. We will need the following items: 4 each 10'x10' E-Z ups, 1 each 10'x15' E-Z up, 12 each 3/4"x10' steel electrical conduit, 1 each 6' folding table, and 6 folding chairs. We will also need some restored Penton motorcycle to display at the booth. We would like to have at least one of the following: steel tank 100, steel tank 125, Wassel trials, 1972 -125, 1972 -175, 1973 -250, 1973 400, MC 175/ 250 or 400, and GS 175/250 or 400. If you can supply any of these items, write us a letter of your commitment. These items would have to be delivered on the first morning of the event and returned by you at the end of the event. We will be bringing framed photos and ISDT medals to display, but need the E-Z ups and conduit to hang them up. Bikes to be displayed will be expected to be at the display for both days. For more information call Alan Buehner at 216-651-6559 between 9-5 EST.



*Jim Borer and Al Born swapping a few at Vintage Days*

This was the first year that I crossed the bridge and was able to see what the infield area of the road course was like. I missed out on seeing the Vincent feature marquee display and watching the observe trial demonstration, but was able to see the second moto of the MX races. Special thanks goes to Dale Barris of Penton Honda - Amherst, Ohio for making

# Keeping Track of the Past

## Reprinted November 1973 Keeping Track

RESEARCH

PENTON



PENTON

LET'S DO IT RIGHT

J. D. SLATER

DEVELOPMENT

### NEW CARB SPECS FOR 175cc Bing and Amal and 125cc 30mm Amal

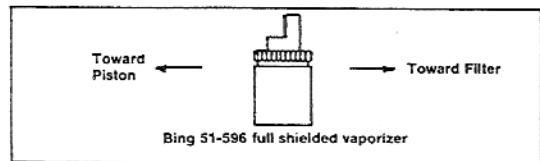
With our constant testing of the carburetor on the 175cc we have come up with what we feel to be the optimum set-up available now. This is for the Bing Carb on the Frame Breather models.

Some of the machines may have some or all of the correct settings so check it out before getting new parts.

The result is a higher needle position, a needle jet 276 and vaporizer 51-596. The vaporizer must be put in properly so that the shield is pointing to the air filter. If it is installed in the wrong position the carb will not operate properly.

\*Tests show that in some altitude areas you may still experience a little pinging in the mid range. If so, we suggest using a 280 needle jet and dropping the needle all the way to the first notch.

	New Setting	Old Setting
Main Jet	150	150
Needle Jet	276 or 280*	273
Needle Position	3	3
Vaporizer (Shielded full body type)	51-596	51-591
Pilot Jet	30	30
Pilot Air Adjusting Screw	Two half turns Open	
Throttle Slide	22-736-2	22-736-2



### 30mm AMAL CARB SET-UP

If you have an Amal on your 175cc or a 30mm Amal Conversion on your 125cc we have also brought these specs up to date.

### 175cc PENTON WITH 30mm AMAL

- Size 30 Pilot Jet
- Size 260 Main Jet
- Size 106 Low Orifice Needle Jet \*
- #2 Long Needle to Match
- #4 Slide
- Pilot Air Screw 3/4 turn out
- Needle starting in all the way down position. You can also update
- \*updated

the Amal if it isn't already with a plastic float bowl, nylon tipped float needle and a tickler conversion. You may find all or many of these things done to your carb already.

### For the 125cc 30mm AMAL CONVERSION

- Size 20 Pilot Jet
- Size 240 Main Jet
- Size 106 Low Orifice Needle Jet \*
- #2 Long Needle
- #4 Slide
- Pilot Air Screw 3/4 turn out.
- Needle starting in about middle position.

The major note to make and remember is the air adjusting screw and setting on the Amal carb. CAUTION! The air adjustment screw is very, very, very delicate in setting. The slightest little movement on the screw will affect the engine throttling in the most major way.

This is ninety percent of what you need to know about the Amal carb and if you don't know this, you will think as Dirt Bike Magazine that they are junk carburetors.

Remember! Screwing in the air jet is giving it more gas and less air. When starting the air adjustment, start with air screw 1/2 to 3/4 turn open. After you have this air screw set, then 3M the screw so no one screws with it.

If the carb ever acts up, then nine times out of ten, the pilot jet is plugged. If so, remove the air adjusting screw, pull gas line off of bottom of carb and blow in the air screw hole with air pressure nozzle. Put air screw back in, gas line on, and readjust air screw.

We have found with proper installations, settings and operation that the Amal carburetor gives as good as or higher performance than any other two stroke carb in the world today. Evidence of this statement is that a major portion of the European Grand Prix Motocross machines use Amal and the entire Zundapp Six Days entry has used Amal carburetors.

The problems with Amal for two strokes have always been that these Amal people have never had two stroke service representation here in the states. I always make mention of the British Amal, not the Spanish Amal. The Spanish have had service representation and enjoy a good reputation.

*We now have available a 30mm Amal conversion for the 125cc Penton. We have found this carb to give improved performance and speed for the moto-cross rider. The kit #1002 consists of a 30mm Amal carb, (properly set-up), manifold adaptor, quick throttle, cables and choke lever along with tuning instructions.*

*They should be available at your dealers now or very soon.*

## PENTON SPORTCYCLES "Built for Champions"

### MINT 400

1st 125cc - Davis/Davidson

### BURR OAK NAT.

Overall - Ray Kassman - 125cc

### BERKSHIRE TRIALS

1st 125cc - 4 gold medals - 1st Trade Team

### ELSINOR

1st 125cc - Danny Laport

### TRASK MTN.

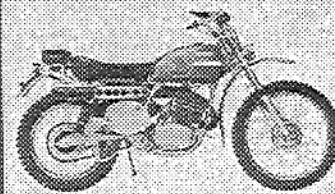
Overall - 1st 125cc - Dick Burleson

### BAD ROCK

Overall - 1st 125cc - Doug Wilford

### LONESOME PINE

1st 125cc - Jack Penton



It's becoming clear to us that when a Penton enters a race it's going to win and the results of the big races emphasize this point.

Yes, we were impressed when Danny Davis and Bobby Davidson rode their stock Penton to 1st 125cc and 10th overall at the Mint 400, but that was just the start of the big wins to come.

I suppose it's a combination of the 55" wheelbase, Ceriani forks, Motoplet ignition and many other special features that keep the Penton winning more and more of the big races.

To keep one step ahead of the competition and to find out what it is that makes Penton a winner, write us for a color brochure on the 100cc Berkshire, 125cc Six-Day and our new 175cc Jackpiner.

Penton Imports

1741 15th St., New York, N.Y. 10011

Penton Central

201 227 2nd St., New York, N.Y. 10011

Penton West

1741 15th St., New York, N.Y. 10011



# How I Set My Penton Up for the Desert



About the author: **BILL FRIANT** is no stranger to the desert riders. He carries the No. 1 plate in Div. 2 in District 37. Bill has had numerous overall wins and has been riding the desert for about 14 years. Bill is employed by Penton West as their Southwest Sales Representative and he can be seen most weekends bounding over the desert on his Penton. His knowledge of desert racing and preparation is unsurpassed and if you see Bill at any of the races he will be glad to help you in any way you may need.

Bill wrote the following article on how he prepares and sets up his Penton for the desert — a lot of useful knowledge and some fantastic tips.

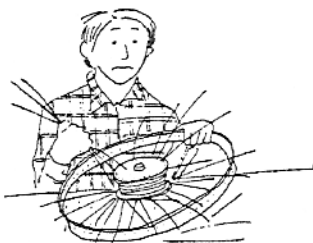
In preparing my Penton 125cc for desert racing, the first thing I did was put a foam air filter in it. I had a pair of curnutt shocks (5 in. travel), so I tried them and they changed it from a good ride to sitting in front of the TV in an easy chair. The forks worked fine without even changing the oil.

The Magura grips are okay, but I wrap rubber bands around them cut from innertubes. It makes them larger around and the innertube rubber is soft.

I found that nylon cables made everything work smoother and easier.

For guys that are hard on equipment, you might want to relace your rear wheel with 8 ga. spokes

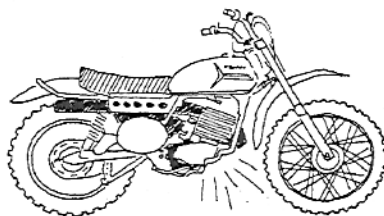
and cross over four on the spoke pattern.



In my tires I run 20 lbs. in the front and 15 lbs. in the rear. When I have had a problem with flat tires, I put two tubes in the tire. Just drill another hole in the rim opposite of the valve stem and stuff in another tube. Put one or two lbs. of air in the tire, alternating one tube then the other until you get 15 or 16 lbs. in each one. A couple of times I have finished with a soft tire, 0 lbs. in one tube and 8 lbs. in the other. Always use Flat-Proof!

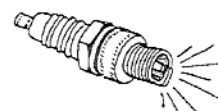


I haven't been using a skidplate, but I've noticed that the bottom of the frame has taken some punishment. It might be a good idea to use one.



I found that with just rejetting the carburetor, the bike is fast enough to be competitive without changing the porting or exhaust.

I still have the original spark plug in mine after eight races.

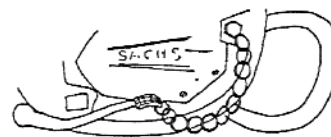


I run Hi-Point two stroke concentrate 40 to 1.

For weekly maintenance, I clean the air cleaner and oil the chain. I adjust the chain loose; they seem to last longer that way. I check the float bowl and mag cover for water after washing and run the engine until it gets warmed up. I put grease on the inside of the air box to help catch anything that might get through.



I check the spokes and nuts and bolts and brake adjustments. I welded the coil bracket to the frame because the spotweld is a little weak. I fasten small cables from shift and brake levers to the front of the frame to keep brush out. I have a case and lever protector bar bolted to the frame. This is important for protection of the shift lever when falling or hitting rocks.



Most of the things that I have written are personal preference. I think that the Penton is closer to being ready to race out of the crate than any bike you can buy!

# A Letter From Bob

By Bob Lucas

The Texas Vintage Racing Club celebrated it's 10 year anniversary in style. John and Jack Penton's attendance was really great! Spending a Saturday and Sunday with these tow great Americans was a once in a life time treat.

During their stay I entertained them with a trip to some of your club sponsors, lunch at the ballpark, then a trip to my house where I impressed them with my collection of Penton/KTMs. A collection which covers all but the Sack's powered 125s & 100's was there for them to see along with some of twenty or so bikes that I've taken apart just to have space to work...work that is really fun.

For the past 10 years I've raced these Pentons, built and sold bikes and rebuilt them again when they needed it, my 250 has raced for 10 years. John and Jack were so impressed, that they along with Al Buehner have asked me to submit articles in the Penton newsletter about restoring these grand gold medal winners.

While our club mainly races motocross, I raced harescrambles & MX on Pentons in 1973, thru 1975. Properly restored, the grand stallions can again be as competitive today as back then. Most commonly asked questions are what year is the bike? How can you tell if its worth buying and all? Trust me, if it's a Penton, buy it. If it turns over and has fire at the spark plug, and the bike as a whole is still there, you're in!

Texas was a popular state for Pentons. Penton Central, some people call me Penton Central, had many dealers and 10 years ago bikes could be found everywhere. Today its not as easy but bikes that are found are generally in good shape. 1978, thru 1980 powerplants and wheels can be used on the early style frames.

I've taken 1980 400s and put them in vintage frames, beware these bikes are fast! I suppose there are many knowledgeable people out there who know all the facts but I would like to start a question and answer column in the newsletter for those who have the need to know.

I have written many pages leading up to this article and have decided that my 10 years of current Penton riding and restoring can't hardly be put on paper. But I will write a column starting in 99 and will answer questions ASAP. My shop can provide you with all your motor repair needs and frame work repairs. So until next time, please send in your questions and **remember to turn on the gas**

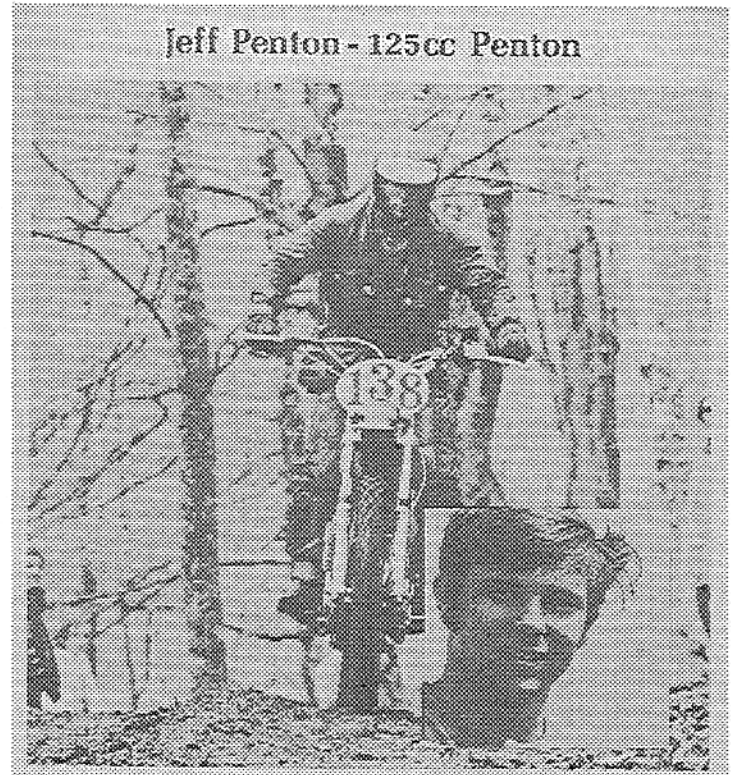
Editor Note: Bobby Lucas is a past President of the Texas Vintage Riders Club and is a expert open class rider who loves riding 400 CMS . He can be reached at Vintage Cycle Works 4205 Bellglen CT. Arlington TX 76017 Phone (817)483-7346 6pm - 10pm weekdays 8am - 6pm weekends.



**Fun was had by all at the Penton Riders tent**  
1998 Vintagedays Motocross Races

# American Involvement at the ISDT

## THE MEMBERS OF THE 73 PENTON TROPHY TEAM



The FIM rules allow each country one six-man Trophy Team to compete at the International Six-Day Trials. This is the highest form of competition and the country that wins the Trophy Team competition is the winner of the Olympic event. The United States put together the most qualified and competitive team ever to compete for this title. As you read rider's individual history, you will see why they were chosen. The riders are young, strong; each rider is unique and experienced, and had a lot to offer in a team effort. They were all capable of winning overall at an enduro, trials, or even motocross. Polished, refined, smooth, trained, consistent, each one a champion. The very best the western world has to offer. Capable of bringing back the winning title and breaking the long-time and unbroken winning streak of the European countries.

### TROPHY TEAM RIDERS

Dick Burleson	175cc Penton
Jack Penton	175cc Penton
Tom Penton	125cc Penton
Jeff Penton	125cc Penton
Carl Cranke	125cc Penton
Bill Uhl	100cc Penton
Dan Leimbach	Alternate

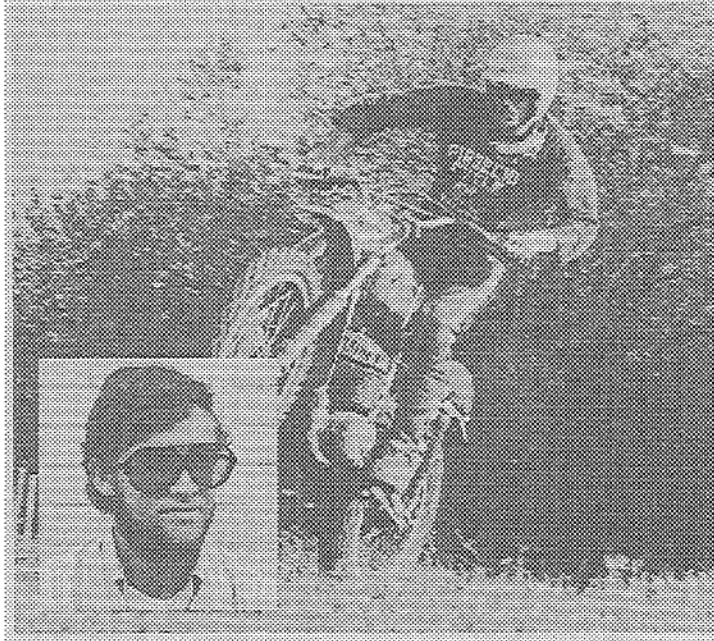
### **JEFF PENTON - 125CC PENTON**

Jeff Penton was 20 years old and single. From Lorain, Ohio, where he worked in his father's motorcycle store. He is the son of the famous John Penton; which explains his interest in motorcycle competition.

Jeff started riding at the age of 14. Two years later, he won overall at the Berkshire Trials on a 250cc Husky. That was the first big win for Jeff, but the first of many to come. The following year he again won overall at the Berkshire Trials.

At the age of 18, Jeff was chosen to ride on the Vase Team at the 1970 ISDT. He won a gold medal on a Penton 125 and his team placed 5th overall in the Silver Vase Competition. In qualifying for the 1971 ISDT, Jeff won a gold medal at the Berkshire and won a gold medal and the first overall position at the Trask Mountain Trials. He then was chosen to ride on the Trophy Team at the 1971 ISDT, but broke his foot while warming up for Six-Days at the Canadian National, the same event he won the year before.

## Richard Burleson - 175cc Penton



### **RICHARD BURLESON - 175CC PENTON**

Being "National Sportsman Moto-Cross Champion" is not a bad way to start off a riding career. In Dick's first year of moto-cross competition he managed to pull this impressive title out of the hat and has been sailing ever since.

Dick was 24 years old and had been riding for about six years. Needless to say he certainly hasn't been dragging his feet. After capturing the title of "National Sportsman Moto-Cross Champion" in 1969, he came through in 1970 to win the title of "National Professional Moto-Cross Champion."

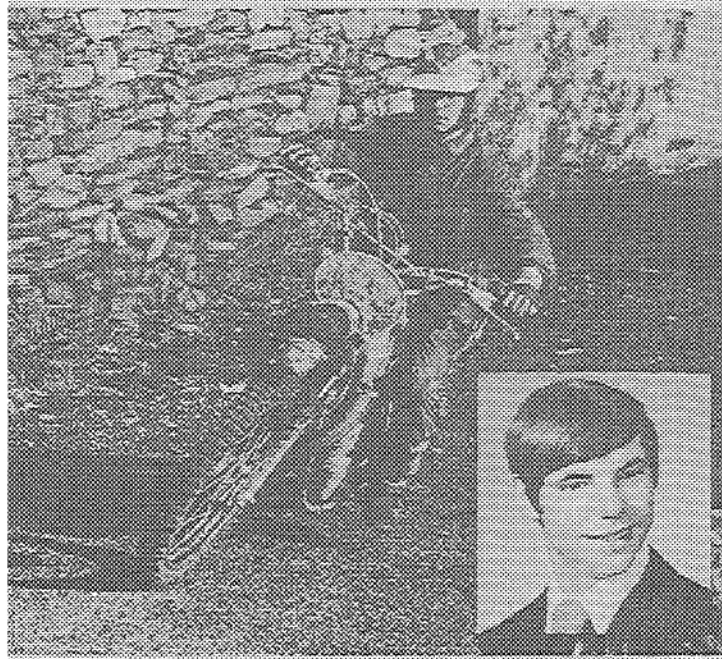
During his full time riding career he has found time to get married, attend college, and in May 1972 he graduated from the University of Michigan with a Bachelor of Science in Engineering Degree. He was then employed by Husqvarna Motorcorp as a mechanical engineer.

He was a member of the U.S. ISDT Trophy Team in 1971, but was unable to finish due to piston failure on the 3rd day. He was also a member of the winning Husqvarna Trade Team and a gold medal recipient at the 1971 Berkshire Trials.

He has spent this past spring and summer riding enduros and qualifying for the '73 Six-Days. He has managed to pick up three class wins, an overall win at the Trask Mtn. Trials, two gold

medals, one silver, and one bronze. His experience and riding ability are definite assets to the U.S. Trophy Team.

## Jack Penton - 175cc Penton



### **JACK PENTON - 175CC PENTON**

Known as the youngest rider to ever compete at the ISDT at the age of 16, Jack was a member of the 1970 U.S. Vase Team. He won a bronze medal that year after having to stop to fix a flat tire. enroute to the 1971 Six-Days, Jack stopped to ride the Corduroy National, picked up the first overall position and a gold medal to prepare him for the grueling six days ahead of him. He then went on to England to win a gold medal for himself and the U.S. Trophy Team and to receive the honor of being the youngest gold medal winner at the ISDT.

Jack is the youngest son of John Penton and has been schooled to precision. The past spring he's been setting records and astounding his competition. He's was a June graduate from High School and has a list of accomplishments that can be admired by all.

He's been buzzing the '73 qualifying trials for Six-Days and had won a gold medal at Busted Piston, Lonesome Pine, Berkshire, central Ohio Trials, and was 1st, 2nd, 3rd, and 4th overall consecutively. He is the only rider to ever win a gold medal in each trials entered and is the highest gold medal winner in the '73 ISDT qualifying trials. Jack doesn't seem to encounter



too much trouble beating out the big machines on his 125cc Penton. He was taught by his brothers Tom and Jeff, and father John, and it's no wonder Jack is the champion he is. He was the 1971 State Moto-Cross champion but plans to stick to trials.

**Bill Uhl - 100cc Penton**



### **BILL UHL - 100CC PENTON**

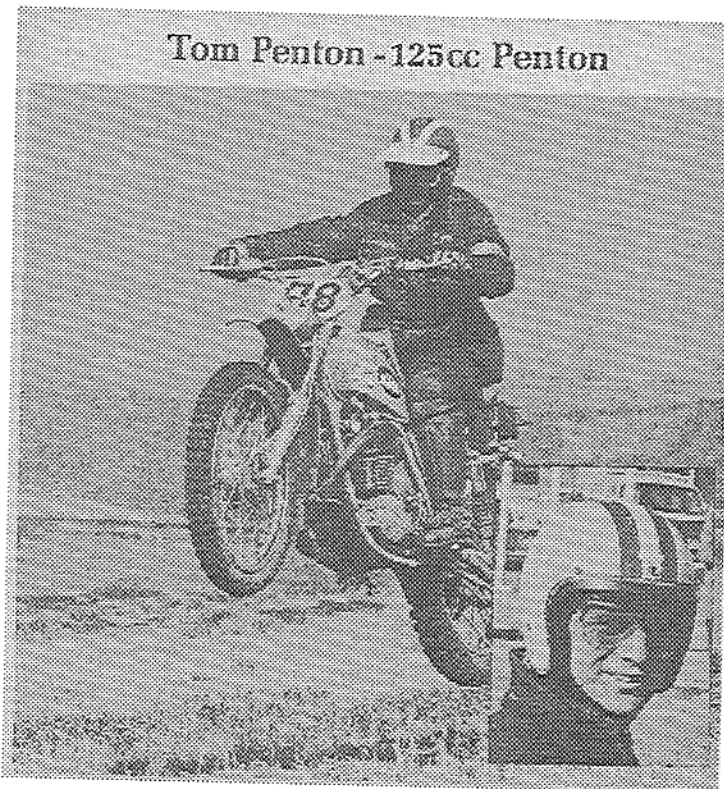
Bill was a 22 years old and single, from Boise, Idaho, and I have been told he is Idaho's favorite son. He is was then employed by Penton Imports where he was training to be a Penton representative and a top notch Six-Days rider.

Bill's father owned a motorcycle shop and is also a Six-Day veteran. It seems he put Bill on a motorcycle when most kids were learning how to ride a bicycle. Bill says at the age of seven he was riding a 165 Harley Davidson and his feet could barely touch the foot pegs. Since that time he has ridden every type of motorcycle competition there is to ride. He holds a professional class C license in T.T. and flat track. He has won numerous championship titles in hare scrambles, hare and hound, flat track and T.T., plus numerous gold medals from trials.

This was Bill's fourth time to ride the ISDT. His first year at the age of 19 he rode as an independent rider in Germany and won a gold medal. There were only two gold medals won by Americans that year and the other one was won by Malcolm Smith. The following year he won a bronze medal in Spain, in 1970, riding on the Puch

Vase Team. He said he wasn't fast enough changing a flat tire. Since that time he's got changing tires down to a science. In 1971, he was again on the Puch Vase Team at the Isle of Man, in England. Due to mechanical problems he was unable to finish.

**Tom Penton - 125cc Penton**

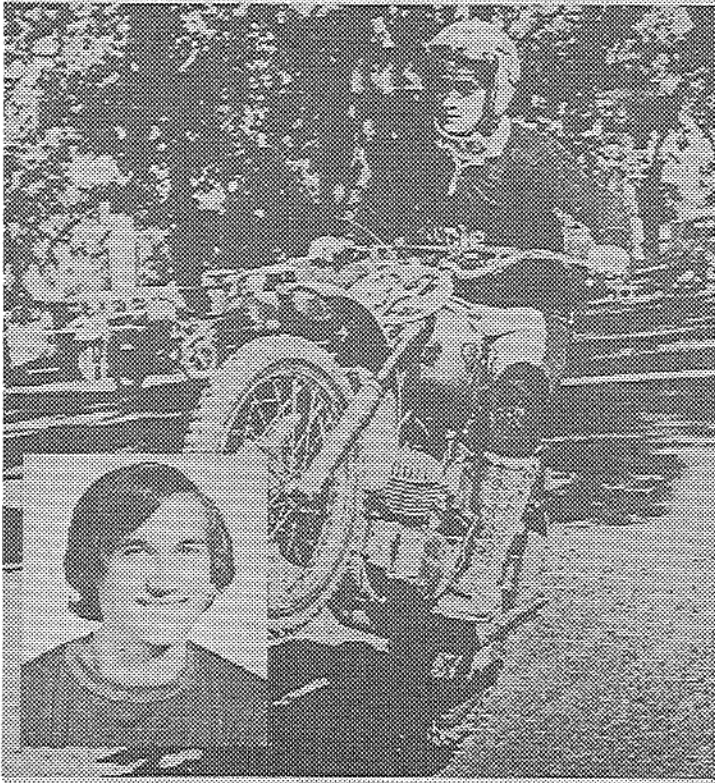


### **TOM PENTON - 125CC PENTON**

Tom was 22 years old and single serving in the Air Force. Needless to say, Tom spent every spare moment riding his motorcycle either qualifying for the ISDT or riding the ISDT. It has been said that Tom is the best trials rider in the country and his record certainly indicates this to be so. Tom is the eldest son of John Penton and motorcycles are a way of life for the Penton men.

Tom was second overall at Berkshire three years in a row. It seems he is always getting beat out of the overall position at Berkshire by a larger machine (his brother Jeff did it to him twice). Tom rides a 125cc Penton, which he can make do almost anything but talk. He has won numerous gold medals, class wins, and is always in the top three overall positions in anything that he rides. Tom's Six-Day experience is quite extensive and includes: A silver medal in Italy on the Penton vase Team in 1968; a gold medal in Spain on the Penton Vase Team in 1970; and a gold medal at the Isle of Man on the Penton Trophy Team in 1971.

Carl Cranke-125cc Penton



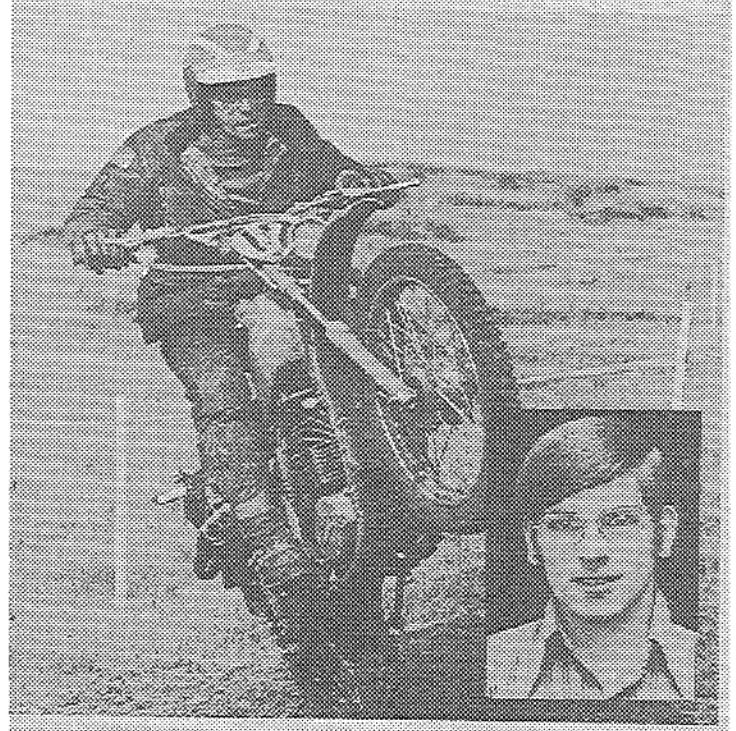
### CARL CRANKE - 125CC PENTON

At age 23 this California rider had been riding since the age of 16 when he started out flat tracking. A couple years later he turned professional and was high point novice short tracker in the nation in 1968. He was overall winner of the Hopetown Grand Prix and 2nd overall at the S.N.O.R.E. 250 mile desert race in 1971. He placed 2nd overall at the Trask Mountain two-day trials and won a gold medal and was also a gold medal winner at the Central Ohio two-day trials. He was overall winner at the Reno 100 mile hare scrambles on his 125cc Penton. He and his wife live in Orangevale, California, where he owns and operates his Cycle Care Service Center.

Carl planned to ride the trials circuit and moto-cross and devote his riding skills to the challenge of the ISDT.



Dane Leimbach-100cc Penton



### DANE LEIMBACH - 100CC PENTON

Smooth, fast, consistent, and experienced can sum it up for this 20-year-old rider. Dane, was a college student from Vermillion, Ohio, has a fine riding record with an impressive list of accomplishments. Dane said he's never had a big win, but riding with cousins Tom, Jeff, and Jack Penton it's always a scramble for first place. Dane won third overall on a Penton 100cc and best opposite score at the 1970 Corduroy Trials having to give up first and second to Jeff and Jack. He has won numerous gold medals and occasionally a silver or a bronze and has many class wins to his credit. He was a gold medal winner at the 1971 and 1972 Berkshire Trials and a member of the 1972 winning Penton Trade Team.

Dane was also a member of the 1971 U.S. Trophy Team at the ISDT and was a gold medal winner and placed 8th in the 100cc world competition.

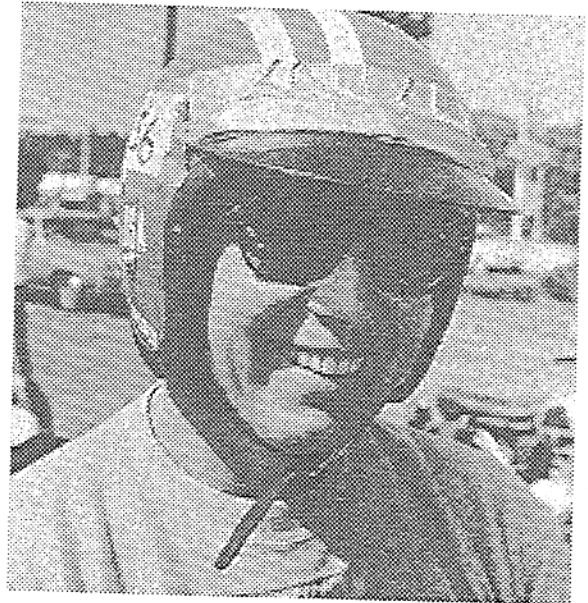
Moto-cross is what Dane really likes and does quite well. Rarely can anyone beat him. He planned to qualify for the 1973 ISDT and then would like to devote his time to moto-cross and coaching his younger brother.



#### **JOHN PENTON - TROPHY TEAM ORGANIZER**

It has been a dream and a never forgotten, never put aside goal of John Penton to have the United States win the ISDT. In the past years this coveted title has been out of reach from the American riders, but never out of mind of John Penton. To know him is to know he is not a quitter and he won't stop short of anything but victory. He has been working and working hard at this. First he designed and manufactured a machine to win this event, with many years of struggle and many thousands of dollars invested. Then he started training his sons at a very young age to prepare them for this event. He used every resource he had available so America could be number one in his beloved sport of motorcycle competition. Each year his dream is getting closer to becoming a reality. His machine was chosen by the AMA for two years to be the Trophy Team mount. His sons have trained and developed to be the champions he wanted them to be. They were chosen to ride on the Trophy Team along with three other champions. He has aroused enthusiasm. He's publicized this event and got Americans involved. For the past years he has been actively riding or participating at the Six-Days. He sponsored the

tours to the Six-Days, not for wealth or fame -- he just wants people to be there just in case this is the year the United States wins this event.



#### **DOUG WILFORD - TEAM MANAGER**

Doug is the manager for the U.S. Trophy Team and has been riding since the age of 14. At 35 had his own list of riding accomplishments. He was a member of the 1970 ISDT Vase Team and was a bronze medal winner. He was overall winner of the 1970 Busted Piston enduro and was in the top ten enduro standings that same year.

He Had been riding with the Penton team in the 1973 ISDT qualifier trials, was overall winner at the two-day Bad Rock Trials, won gold medals at the Busted Piston and Trask Mountain, and a silver medal at the Berkshire Trials. While Doug has been qualifying for the '73 qualifier trials, he has been keeping himself in good shape and is fully aware of any problems the riders may encounter at Six-Days. He had been employed by Penton Imports and had been managing and coaching the Penton Team for quite some time. His 20 odd years of riding experience and his well kept competitive spirit certainly qualify Doug for this job.

**Nest Issue ... What Heroes are made from**

# Vintage MX Events



## AHRMA EVENTS Schedule

Requires AMA membership and AHRMA membership to ride.  
1974 or older bike classes, other restrictions are required.

### **Speed & Sport National Vintage Motocross Series**

April 18 AMA Vintage Motorcycle Days West Sears Point, Somoma, CA  
May 1 Lincoln Trail Motorsports, Casey, IL 217-932-2041  
May 15 Bremen, GA 770-537-0219  
June 19 Grattan MI Raceway Park  
July 11 AMA Vintage Motorcycle Days Mid-Ohio Sports Car Course, Lexington  
July 31 Colorado Springs, CO 719-683-3301  
Aug. 14 MX338, Southwick, MA 413-569-9055  
Aug. 22 The Farm, Chehalis, WA 11 360-864-4834  
Aug. 29 Honda Hills, Thornville, OH 614-323-3766  
Sept. 19 Park City, UT  
Sept. 25 Peoria IL Motorcycle Club 309-697-8149  
Oct. 17 Hollister Hills OHV Park, Hollister, CA 408-663-4014  
Nov. 7 Tulare (CA) Cycle Park 805-832-1955

### **VMX MID-ATLANTIC REGIONAL MX SERIES**

April 17—Budd's Creek, MD  
June 20—Sale Creek, TN (joint SE/Mid-Atlantic event)  
July 31—Lake Sugar Tree, Axton, VA  
Aug. 21—Carlisle, PA  
Oct. 17—Elizabeth, NC  
Info: Chris Huhn, 703-707-8692, [www.vintagemx.com](http://www.vintagemx.com)

### **MIDWEST REGIONAL MX SERIES**

April 17—Bedford, KY  
May 1—Casey, IL (corrected date)  
June 6—Kansas City, MO  
June 19—Grattan, MI  
June 26—Indianapolis, IN  
July 11—Mid-Ohio, Lexington  
Aug. 21—Belding, MI  
Aug. 28—Honda Hills, Thornville, OH  
Sept. 11—Lamoni, IA  
Sept. 25—Peoria, IL  
Oct. 2—Denmark, WI  
Oct. 23—Casey, IL  
Info: Brad Kennard, 515-253-0190, [braken@worldnet.att.net](mailto:braken@worldnet.att.net)

### **ELDORADO CYCLE MIDWEST TRIALS SERIES**

April 25—Ridgedale, MO (national)  
May 8—Cape Girardeau, MO  
July 25—The Quarry, Kansas City, MO  
Sept. 12—Bismark, MO  
Oct. 9—White City, IL (national)  
Oct. 16—Jonesboro, IL  
Oct. 30—Marshfield, MO  
Info: Rick Cantrell, 417-859-4158

### **VMX NORTHEAST REGIONAL MX SERIES**

April 17—Budds Creek, MD  
May 2—BMER, Lawton, PA  
May 16—Monticello, NY  
June 26—Jolly Roger, NH  
July 17—Mexico, NY  
Aug. 14—Southwick, MA  
Sept. 4—Englishtown, NJ  
Sept. 25—Binghamton, NY  
Oct. 9—Clifford, PA  
Oct. 23—NE Awards Banquet, Hawley, PA  
Info: Tom France, 914-429-9465; [www.vintagemx.com](http://www.vintagemx.com)

### **VMX NORTHEAST REGIONAL GP SERIES**

April 18—Budds Creek, MD  
June 27—Jolly Roger, NH  
Sept. 12—Plymouth, PA  
Info: Tom France, 914-429-9465; [www.vintagemx.com](http://www.vintagemx.com)

### **NORTHWEST REGIONAL MX SERIES**

April 18—Sears Point, Sonoma, CA  
May 23—Fernley, NV  
June 13—Phillipsville, CA (tentative)  
June 27—Eugene, OR  
July 18—Silver State Raceway, Carson City, NV  
Aug. 22—The Farm, Chehalis, WA  
Oct. 3—Madras, OR  
Oct. 17—Hollister Hills SVRA, Hollister, CA  
Nov. 7—Tulare, CA  
Info: Mike Lightfoot, 408-663-4014, [might@mbay.net](mailto:might@mbay.net)

### **NORTHWEST LUMBERJACK MX SERIES**

June 13—Phillipsville, CA (tentative)  
June 27—Eugene, OR  
Aug. 22—The Farm, Chehalis, WA  
Oct. 3—Madras, OR  
Info: Mike Lightfoot, 408-663-4014, [might@mbay.net](mailto:might@mbay.net)

### **ROCKY MOUNTAIN REGIONAL MX SERIES**

April 11—Aztec Raceway, Colorado Springs, CO  
May 9—Casper, WY  
June 6—Rangely, CO  
June 20—Price, UT  
July 11—Aztec Raceway, Colorado Springs, CO  
Aug. 29—Two Rivers Racing, Johnstown, CO  
Sept. 19—Park City, UT  
Oct. TBA—Berthoud, CO  
Info: RMR Hotline, 303-629-3069

## ROCKY MOUNTAIN REGIONAL TRIALS SERIES

May 8—Casper, WY  
June 5—Rangely, CO -- note date change  
June 20—Price, UT  
July 11—Aztec Raceway, Colorado Springs, CO  
Aug. 28—Johnstown, CO  
Oct. TBA—Berthoud, CO  
Info: RMR Hotline, 303-629-3069

## VMX SOUTHEAST REGIONAL MX SERIES

April 18—Perry's Outdoor MX, Hohenwald, TN  
May 15—Bremen (GA) Raceway  
June 13—5 Oaks MX, Sale Creek, TN (joint Mid-Atlantic/SE event)  
July 17—Bremen (GA) Raceway (night)  
Aug. 15—Chandler Mountain MX, Steele, AL  
Sept. 19—Paradise Off Road, Macon, GA (Annual FL-GA Shootout)  
Oct. 31—Turkey Creek MX, Edgefield, SC  
Nov. 14—MX of Marion County, Reddick, FL  
Info: Mike Kavula Jr., 770-986-3213 (after 6 p.m.),  
kavula\_m@mercer.edu

## SOUTHEAST REGIONAL TRIALS SERIES

April 17—Perry MX facility, Hohenwald, TN  
May 16—Bremen, GA  
July 17—Bremen, GA  
Sept. 18—Paradise Off-Road Park, Macon, GA  
Oct. 2—Dickson, TN  
Oct. 3—Dickson, TN (Smokey Mt. Scott Trial)  
Oct. 31—Monroe, GA  
Info: Dan Brown, 334-826-1969, dbrown@eng.auburn.edu

## H&H KTM SOUTHEAST GP SERIES

April 17—Peery's Outdoor MX, Hohenwald, TN  
May 16—Bremen Raceway, Bremen, GA  
Sept. 18—Paradise Off Road, Macon, GA  
Oct. 3—Moonlake GP, Lookout Mountain, GA  
Info: Mike Kavula Jr., 770-986-3213 (after 6 p.m.),  
kavula\_m@mercer.edu

## SOUTHWEST REGIONAL MX SERIES

April 11—Gorman, CA  
May 16—Glen Helen, CA  
June 13—Barona Oaks, CA  
Aug. 15—Big Bear, CA  
Sept. 12—Gorman, CA  
Oct. 3—Perris, CA  
Nov. 7—Tulare, CA  
Nov. 21—Phoenix, AZ  
Info: Dave Duane, 714-965-0660

## WESTERN REGIONAL DIRT TRACK SERIES

April 10—Carnegy Park, Livermore, CA (tentative)  
April 25—Lodi, CA (D, 1/4)  
May 15—Hanford, CA (N, 3/8)  
May 30—Cycleland Park, Oroville/Chico, CA (N, 1/4)  
July 17—Mound House, Carson City, NV (N, 3/8; tentative)  
July 24—Barona, CA (N, 1/4, new track; tentative)  
Aug. 8—Hollister, CA (D, TT)  
Aug. 23—Lodi, CA (D, TT)  
Aug. 28—Sandhill Ranch, Brentwood, CA (1/4, new track; tentative)  
Sept. 6—Lancaster (CA) Fair doubleheader (D, 3/8; N, 1/8)  
Oct. 2—Maderas, OR (N, 1/4)  
Oct. 23—Tulare, CA (D, 1/4)  
Oct. 24—Tulare, CA (D, TT)  
Info: Gary Davis, 818-992-5343

## WESTERN REGIONAL TRIALS SERIES

April 17—Sears Point Raceway, CA; 916-967-0262  
May 22—Virginia City, NV; 916-967-0262  
June 6—Santa Cruz, CA; 831-476-3619  
Aug. 21—The Farm, Chehalis, WA; 360-864-4834  
Sept. 16—Park City, UT; 916-967-0262  
Oct. 2—Madraw, OR; 541-388-2135  
Oct. 16—Hollister Hills, CA; 916-967-0262  
Info: Mike Fenner, 916-967-0262, fenner@softcom.net

## Local Events

## MICHIGAN MX SERIES

May 2—Bulldog Riders, Millington, MI  
May 16—Portland Trail Riders, Portland, MI  
June 6—Red Bud Pro Track, Buchanan, MI  
June 27—Battle Creek M/C, Battle Creek, MI  
July 11—Polka Dots, Midland, MI  
July 25—Morelands MX, Stanton, MI  
Aug. 8—Log Road MX, Coldwater, MI  
Sept. 6—Baja Acres, Millington, MI  
Sept. 19—Frelin Motorsports, Marlette, MI  
Oct. 3—Dutch Sport Park, Bloomingdale, MI  
Oct. 17—Red Bud Grass Race, Buchanan, MI  
Info: Tom Holscher, home 248-620-1926, work 248-619-1090,  
holschet@squared.com

## MISSOURI VINTAGE MX SERIES

April 11—Extreme Park, Drexel  
May 16—Moberly  
May 23—Letterman Sport Park, Niangua  
June 13—Derek Zinchuck's farm, El Dorado Springs  
Sept. 19—Cycle World USA, Hawk Point  
Oct. 17—Trail of Tears Lodge & Sports Resort, Jonesboro, IL  
Nov. 7—Harper's Moto Guzzi, Greenwood  
Info: James Thompson, 417-589-4016; Curtis Harper, 816-697-3411

Unless otherwise noted, for more information contact the AHRMA headquarters at 715-842-9699 (fax 715-842-9545).

## Entry forms

Pre-entry is the way to go for AHRMA national road racing and motocross, and at some events it's the only option. You can contact the National Office (715-842-9699, fax 715-842-9545) to request that entry forms be mailed or faxed to you. An important reminder to riders sending in their entry form by fax: If you do not receive a confirmation card from AHRMA a few days later, call the office to confirm that we have received your entry. We sometimes receive faxes on blank pages with no identification or fax/phone number printed on the form, so we have absolutely no idea where they are from or what they are about.



# 1999 AMA Vintage Motorcycle Days West

Featured Marquee

**Norton**

April 17-18, 1999

**Sears Point Raceway, Sonoma, California**

AMA Vintage Motorcycle Days West three day admission, general admission grandstands & paddock pass. Progressive Motorcycle Insurance MBNA Superbike Tour races (3-day admission), general admission grandstands & paddock pass. AMA/Antique Motorcycle Club of America member discount: \$2 off -- must give card number.

#### Event Info:

General VMD West info: AMA, Will Stoner, (614) 856-1900, ext. 1227, or (440) 543-0632.

**AHRMA Racing:** (715) 842-9699.

**Swap Meet info:** Jim McClure Vintage Motorcycle Promotions, (805) 733-1137.

**Bike Show info:** AMA, Mark Mederski, (614) 856-1900.

#### Activities:

AHRMA Vintage Racing: Road racing, Sat & Sun.; trials, Sat.; motocross, Sun.

Dave Barr: A double Amputee Harley-Davidson rider and author of "Riding The Edge" and "Riding The Ice." The first the story of Barr's 83,000 mile journey around the world and the latter the account of his record setting trip across Northern Europe and Siberia in the winter. An entertaining and inspirational speaker.

Technical talks on roadside troubleshooting, EFI and charging system basics, by AMI staff.

How to get started in vintage racing by AHRMA staff, including AHRMA Director Jeff Smith.

Restoration techniques from Rick Doughty of Vintage Iron.

Norton facts and history from Norton club members.

#### Grand Marshal:

Dick Klamfoth, 3-time Daytona 200 winner will be taking honor laps on Sat. and Sun. on a Manx Norton, signing autographs and judging bike shows.

**Lunch Break concert Saturday** by Art Sirota, author of "Norton Songs"

**Bike Shows: American & European, Sat.;** British & Japanese, Sun. Entry: \$5 per bike.

**Cycle World Classic:** A Rolling Concourse, Sat. Entry: \$25, includes T-shirt and self-guided tour led by Cycle World editors.

**Kick-off Party:** Friday, April 16, Golden Gate Harley-Davidson, San Rafael.

**Demo rides:** Sat. and Sun. by (new) Laverda (new), Triumph and (new) Yamaha (new).



# 1999 AMA Vintage Motorcycle Days Featured Marquee

July 9-11, 1999

**Mid-Ohio Sports Car Course, Lexington, Ohio**

#### Admission:

Advanced sales: Friday: \$10; Saturday: \$15; Sunday: \$15; Full weekend: \$25.

Day of event: Friday: \$10; Saturday: \$15; Sunday: \$15; Full Weekend: \$30.

#### Event Info:

General VMD West info: AMA, Will Stoner, (614) 856-1900, ext. 1227, or (440) 543-0632.

**AHRMA Racing:** (715) 842-9699.

**Swap Meet info:** AMA Presents Will Stoner Swap meets, c/o AMA, Will Stoner, (614) 856-1900, ext. 1227, or (440) 543-0632.

**Bike Show info:** AMA, Mark Mederski, (614) 856-1900.

Featured Marquee: Norton

#### Activities:

AHRMA Vintage Racing: Road racing, Sat & Sun.; trials, Sat.; motocross, Sun.

#### Seminar Speakers:

Dave Barr: A double Amputee Harley-Davidson rider and author of "Riding The Edge" and "Riding The Ice." The first the story of Barr's 83,000 mile journey around the world and the latter the account of his record setting trip across Northern Europe and Siberia in the winter. An entertaining and inspirational speaker.

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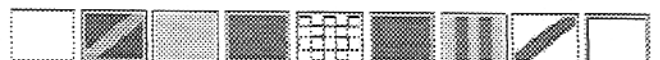
How to get started in vintage racing by AHRMA staff, including AHRMA Director Jeff Smith.

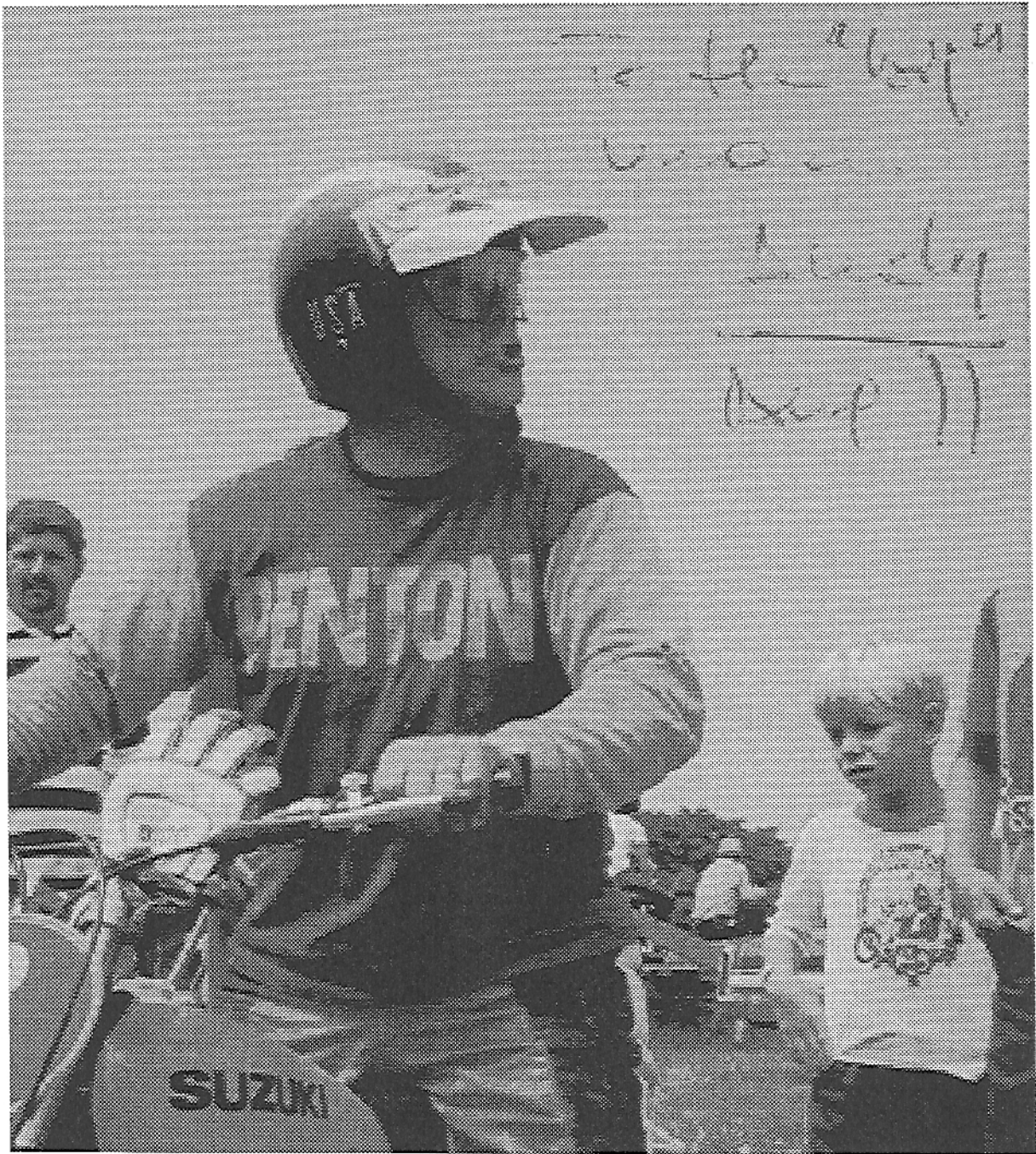
Restoration techniques from Rick Doughty of Vintage Iron.

Norton facts and history from Norton club members.

# Norton

MID-OHIO SPORTS CAR COURSE







**Penton Owners Group**  
**P.O. Box 756**  
**Amherst Ohio 44001**