

Still...Keeping Track

Penton Owners Group Newsletter



The starting lineup at the AMA Vintage Days event at Mid-Ohio on July 11th for the Penton only exhibition ride.
Jack Penton is shown in the center (facing the riders) as he walked the line to meet each of the participants.

Photo by Anthony Buehner

Inside:

- Penton Display at AMA Vintage Days - Mid-Ohio - page 3
- "A Life Less Ordinary" article about John Penton - page 5
- KTM Tech article - page 10
- Comments from the web - page 12
- Penton reunion picnic - page 14 & flyer insert
- Penton named vintage marquee for year 2000 - page 14
- What year is it? - part 2 - page 15
- Minutes of June 7, 1999 meeting - page 18



STILL ...KEEPING TRACK Newsletter of the PENTON OWNERS GROUP

The Penton Owners Group is a not for profit corporation chartered in the State of Ohio and an AMA chartered club. Our Federal tax I.D. number is 34-1860635.

The Penton Owners Group was formed to preserve and share the memories and the equipment of a very special time in motorcycle history. The first Penton motorcycle was manufactured in 1967 and the last in 1977. This was a time when the enthusiasm, ambition and creativity of the original Penton group helped shape a new industry and a new generation of dirt bike enthusiasts. Sport and competition motorcycles played a significant role in this motorcycle history. Our aim is to make the Penton Owners Group a source of information about the history of the Penton motorcycle, the Penton Company and it's many dealers, riders and extended family.

The mission of the Penton Owners Group is to enjoy and share all the memories from the past and the events of the future, as Penton motorcycle enthusiasts.

Still ...Keeping Track is published quarterly by the Penton Owners Group. Annual membership dues is \$20 per year for U.S. residents (\$25 for foreign membership) and includes a subscription to the newsletter 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. Check our our web site at: bely@one.net
Change of address: Give old and new address and notify us as least 6 weeks in advance.
Send address changes to: The PENTON OWNERS GROUP - P.O. Box 756 - Amherst, Ohio 44001
All information furnished herein is provided by and for the members of the Penton Owners Group.

PRESIDENT'S CORNER

By Alan Buehner

In the beginning there was Ike, Bill, Ted, and John Penton.

On the first day they decided that life was a little dull just growing and selling food. To make things more interesting they brought forth their moneys and ideas and thus came forth the Penton Motorcycle shop.

On the 2nd day, seeing that the shop was empty, they said "let there be British bikes." And thus came forth

the Triumph, the Norton, and the BSA.

On the 3rd day, seeing the British bikes made them happy, but they felt a need for another language to be heard throughout the shop, so they said "let there be European bikes." And thus came forth the BMW and NSU.

On the 4th day, hearing the sounds of British and European bikes together gave them the feeling of goodness, but it was incomplete. So they said "let there be Japanese bikes so that there will be wholeness throughout our land." And thus came forth the Honda, Suzuki, and Yamaha.

On the 5th day they were bored and restless, so they all went street riding. All were satisfied except John who came back with an unsatisfied desire.

On the 6th day John sensed a need for something challenging and exciting. So he took forth a NSU and went off-road riding at the Enduros (MX had not yet been created in the USA at the time) and he spent his energies doing battle with the forces of nature and his fellow man and he said "this is good, and fun".

On the 7th day John rested, for he was tired, sore, and troubled. "There

must be something better" he told the others. He spent most of the day thinking of the ideal off-road motorcycle. One that was lighter than 400 pounds, was durable, quick and nimble in the woods, and waterproof in the rivers. Thus was created the "Penton" motorcycle in his minds eye and it was brought forth through his determination in the later part of 1967.

* * * * *

Before I met John Penton I had no idea what the story about this man was. For all I knew, the above story would have been acceptable. Before the Penton Owners Group was started, we were still kicking around ideas and trying to figure out what was needed to start the club. Paul Danik mentioned the need to find someone to write a book on John Penton. I agreed with Paul and suggested that it should be done as soon as possible. John was not getting any younger and it was critical that whoever was to write the book needed to do it while John was still living to find out all of the details.

We talked about some names of people who we felt would be the ideal person to do it, but the timing was not right to make the contacts to volunteer someone to take on such a huge task. Little did we know back then that our desires were already being taken care of. For a year and a half later, Ed Youngblood came along to fulfill the task.

What started out as a magazine article, has been turned into a mission to write a book. Ed has known John Penton for over 30 years. When he was contacted by Davey Coombs, of Racer X Illustrated magazine to write an article on John Penton, Ed knew that the only way it could be done was in a book. He did write the article and we received permission by Davey Coombs to copy it in this newsletter.

Ed is currently working on a book that should be finished and published before Vintage Days next year at Mid-Ohio. I hope that you will enjoy

reading the article as much as I did which helps to tell the basic story and set the facts. I am patiently waiting for the book to come out to read all of the details.

Vintage Days at Mid-Ohio

By Alan Buchner

The Penton display was set up again this year at Mid-Ohio for the AMA Vintage Days event from July 9th thru the 11th. The display was larger than last year with more bikes and photos on display and like the past two years, was very professional looking.

Doug Wilford brought in some of his private collection. It consisted of some Penton ISDT team photos, and many hard to find decals, patches and stickers.

John Penton was available at the booth all day on Saturday and Sunday to meet with people and sign autographs.

Jack Penton was at the booth first thing on Saturday morning and was showing his newly acquired gold medal. On Friday he and his wife GiGi spent the day at the AMA's new museum where he was inducted into the Motorcycle Hall of Fame. He was presented the medal to commemorate this special honor.

There were a good selection of nicely restored bikes on display. These were brought in by David Houghton of Ohio, Norm Miller of Ohio, and Dave Sanders of Illinois. Kip Kern hauled in 7 of his beautifully restored Penton motorcycles and put them on display for viewing. Bob Gilman of Maryland didn't bring a bike to Mid-Ohio. Instead, he purchased a pristine Penton/Wassel trials bike in the swap meet on Friday, and brought it over to our booth to display during the event.

Ed Youngblood showed up at the display on Saturday afternoon and left us 2 cartons of Racer-X Illustrated

magazines to hand out. These were the ones with the story of John Penton that Ed wrote. These were snatched up within the hour and John autographed many of them. Ed also spent a considerable amount of time at the booth in his research to find people with stories to tell about their John Penton experience to complete the book he is writing.

The game plan for the display during the event was to set it up Thursday afternoon in the swap meet area, take it down and pack it up Saturday evening, and set it up Sunday in the Motocross pit area. Mother Nature had other plans for us. Friday was cloudy and windy. Around 5 o'clock a storm blew through shutting down the event early. Lucky for us, the race track gave everyone a one hour advance warning before the storm hit. We were able to take everything down and pack it away avoiding any loss or damage to the items on display. Special recognition goes out to Doug Wilford and his grandson, John, who helped in taking the display down and setting it up. They spent the entire weekend at the event and were a big help in manning the booth. Doug also played a big part in hauling down "No. 1", the E-Z ups, tables, chairs, and the display items in John's trailer.

The event overall went too fast even though it was three days long. A special thank you goes to Debbie Houghton who took photos of the event, and my brother Dale and his son Anthony who volunteered their time to help out on Saturday and Sunday.

Mid-Ohio reflections

by Bobby Lucas

The 1999 AMA Vintage Days at Mid-Ohio is one of the premier motorcycle events in the United States.

For me it started the Saturday before it in the shop. My 400 Penton was in as many pieces as a bike could be in. With help from by long time Penton buddy, Skip Miller, we restored this 400 and on Tuesday ran up the motor and all was ready.

1999 AMA Vintage Days at Mid-Ohio

The Penton Swap Meet Display

An outside view of the Penton display showing many of the restored bikes. The cluster of bikes on the right are 7 of Kip Kern's collection that he was showing. The KTM shown in the front is a 1997 limited edition 30th anniversary 175 that Jack Penton brought along to show.

Photo by Debbie Houghton



Dane Leimbach standing under one of the two Penton banners that were made up for display at these kind of events. The display that was set up was described by Dale Buehner (Al's brother) as being an oasis in the middle of a huge Junk Yard.

Photo by Debbie Houghton



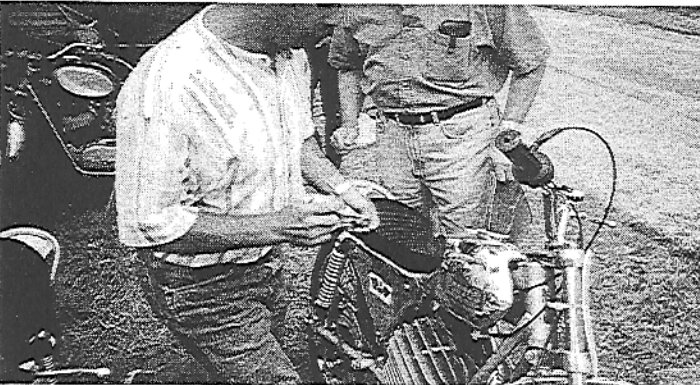
John Penton doing what he does best now a days (signing his autograph).
WARNING: If you bring an unautographed bike to any of our events, and don't want it signed, do not leave it unattended. John sometimes gets a little carried away and will start signing everything as shown in this photo.

Photo by Debbie Houghton



Jack Penton is following in his father's footsteps by autographing bikes also. Here he is shown getting ready to sign Bob Gillman's immaculate Penton/Wassel trials bike that he bought off someone in the swap meet at Mid-Ohio.

Photo by Anthony Buehner



From Texas, Skip and I drove for 18 hours to get to our camp site and settle in for 3 days of visiting, shopping, and racing.

Al Buehner and I have been doing the Penton restorations for a few years but never met. When I introduced myself Al said, "So this is what you look like!". Meeting everyone at the Penton display and seeing John and Jack Penton again was really special.

Meeting Jack's better half, GiGi, was really great and she's a class winner too! Special thanks to Dane Leimbach, Kip Kern, and Paul Danik for the answers to my many questions. Least we not forget, Rosemary Buehner who with Al, endured the heat, rain, set up and take down of the Penton camp and did a truly great job.

Friday night was fun. Brett Lambert, our local AMA Road Rep #697, introduced us to the AMA officials running the Flat Track event. We got to flag corners 2 and 4 during the 1/2 mile races. Those guys really haul ass. It was a blast.

Saturday we went over to tech inspection and the swap meet where Skip must have spent 4 or 5 hundred dollars to Al's delight and Brett bought a couple of Maicos.

Saturday night was fun. Skip, Jack, GiGi, and I went out to dinner and had a great meal. Pre race type spaghetti don't ya know!

Sunday morning we put on our race face and headed to the Penton display at the motocross track. All bikes started on the first kick and we were ready for practice.

Riding the 400 was a pleasure, but the restriction of my rear travel from tech made riding my 250 really rough. Trying to evade a downed rider, I went down on the 250, bending up a good shifter and twisted my knee. OK, I came this far and if its pain I get to ride with, then I'll do it!

My best efforts were three 4th place finishes and I can only say - next year. A full gate of 500 sportsman experts and over 40 experts is a real challenge. While

disappointed in my results, the Penton only race was really fun. Just to know "the man" (John Penton) was watching was a win for every rider.

Skip didn't fair any better than I running a 6th I think was about his best but he tried. Skip may even get glasses for next year's race.

Our buddy, Britt Lambert faired the worst. He hit a tree and broke his right leg below the knee. Surgery was on Tuesday and we saw him again a week later. He drove his jeep from Ohio (a standard shift) to Texas by himself. He'll be back next year.

The next event is less than 12 months away. All of the Penton owners in the USA need to be here next year. So plan to be here. Pre Entry only, 3 classes is the iron man award and we should have top riders in every class.

The Great Race, in a great state, Ohio. That was really neat.

Bobby Lucas 50X, Texas

A Life Less Ordinary

by Ed Youngblood

Motocross in America has become very big. Luxury motorhomes and big rigs are commonplace among the professional teams, and selling out big stadiums has become standard operating procedure for the AMA Supercross Series. With the AMA sanctioning over 1,800 amateur motocross events a year (and there may be just as many local events not sanctioned by the AMA), motocross has become arguably the biggest participant motor sport in America. Even with the current boom in stock car racing, Friday night circle track shows can't begin to match the typical weekend motocross, which may attract several hundred participants.

No one can take all of the credit, of course; many events and influences over the past 30 years have driven the phenomenon. One man, however, surely deserves a considerable share, although he never intended it that way. In the beginning, All John Penton ever wanted was a better motorcycle with which to win the Jack Pine Enduro up in Michigan. He ended up a legend.

HEARTLAND

Harold Penton was a horticulturist whose business was orchards and vegetable farms in the small northern Ohio community of Amherst. Like many agrarian families of this century's early years, the Pentons also produced a lot of kids: four brothers and two sisters. John was the third son, born in 1924, the same year the American Motorcyclist

Association was founded, over which he would later have a significant influence...

In one of the barns on the Penton spread sat a derelict 1914 Harley-Davidson, which Harold had purchased during his college years to commute between Ohio State University and his home in Cleveland. Young John's older brother Eric (called "Ike") hauled it out and got it running when he was only 15. Not long thereafter, number two son Ted bounced it off an automobile - the first of many motorcycle mishaps among the Penton boys in the years to come. All four sons, including Bill, the youngest, became devout motorheads. John reports that many, many years later his mother would berate his father, declaring, "None of this ever would have happened if you had gotten rid of that motorcycle!"

When John Penton mustered his way out of the navy in 1946, he had \$600 in his pocket and was determined to get his hands on a new motorcycle. But new bikes and good bikes were in short supply immediately following the war. To improve his chances, he put down a \$100 deposit at four different Harley-Davidson dealerships, but two years later he still had not acquired a new motorcycle. So, in 1948, he settled for a used 61-cubic-inch Knucklehead, and his brother Bill bought a 45-cubic-inch army surplus model. That year they both rode their used Harleys to Michigan and entered the legendary Jack Pine Enduro.

John says that in this era it was still conventional wisdom that you need something with a lot of power and big, fat tires in order to negotiate the soft sand of Michigan. But conventional wisdom notwithstanding, the Penton brothers witnessed Aub Lebard speed past them to win the

event aboard a BSA, a new British "lightweight" with much narrower rims and tires. Consequently, in 1949 the Penton boys were on the Jack Pine starting line with new B-33 BSAs. John finished second, losing to Bert Cummings by one point and finishing one point ahead of the legendary Earl Robinson. Both Bert and Earl were Michigan Harley dealers and undoubtedly understood the local terrain as intimately as anyone.

VISION

This near victory on his second outing against heavyweight-riding Jack Pine veterans set the course for John's life-long mission in the motorcycle industry: a constant search for the better enduro motorcycle. In 1950 he became a motorcycle dealer with a BSA franchise. In 1952 he took on BMW because he liked its trouble-free shaft drive. In 1957 he added the German NSU, which featured a highly sophisticated overhead cam engine. Eventually he added almost all of the Japanese brands to his line. But in those days the only enduro bikes available were modified road machines.

None of these pre-1960 street motorcycles were especially suitable for enduros, but each had its attractive features. Water ingestion had been a problem with the BSAs, and NSU had a sealed airbox system within the frame that John thought promising. He took one to the Little Burr Enduro in southern Ohio in 1958 and won. Except for the handlebars, it was box-stock right down to its little art deco front fender ornament. That same year he rode the NSU to Daytona, win the Stone Mountain Enduro on his way through Georgia, then followed up with a victory at the Alligator Enduro. He turned his hat trick into a grand slam by winning the Jack Pine. In the meantime, he set a 52-hour record in a non-stop run from New York to Los Angeles aboard a BMW.

John had thought all along that a shaft-drive enduro bike would eliminate the frequent failures caused by chain wear. In 1963 he set out to test his theory on a 250cc BMW single, on which he replaced the huge, heavy Earls forks with a set of Aerial forks. He earned his fourth Jack Pine victory aboard this odd choice in 1964. Characteristically, his experiments with both the NSU and the BMW had been based on the smaller engines in their product line. He had chosen a 250cc single BMW in spite of the fact that 500cc and 600cc twins were available. He rejected the powerful 250cc NSU Max for its smaller 175cc counterpart. Already John Penton was pursuing the fundamental philosophy that brute power is not the premier feature in a winning off-road motorcycle.

But he still hadn't found the refined enduro mount that existed somewhere in his imagination. He got closer when the two-stroke Swedish lightweight Husqvarna appeared on American shores in 1966, triggering a series of events that would place the Penton name on the gas tank of a new concept in motorcycling. John got his final Jack Pine victory

aboard a Husky in 1967, and was invited by the Swedish firm to become the eastern U.S. distributor for the brand. Penton Imports was born.

REVOLUTION

In this same period, John Penton got himself involved in a controversy that would change the course of motorcycling in America. Compared to the American, German, and British four-strokes that were still favored in the United States, the Husqvarna was a strange and spindly-looking contraption, and Edison Dye, who had become the western distributor for Husky, was an unorthodox entrepreneur. He believed that to demonstrate the virtues of the Husky, it had to be seen doing what it did best - European motocross. Dye imported several European champions during the 1968 off-season and staged a series of motocross races throughout the country. To add to the excitement, top American like Dick Mann were invited to try their hand at this new style of competition. Most didn't, but Mann was noted for his ability to excel at any form of motorcycle competition, so he wasn't about to pass up an opportunity to test himself at something new. John Penton and his brothers promoted one of these events in New Philadelphia, Ohio, right under the nose of the American Motorcyclists Association, which was located in the Columbus suburb of Worthington.

The timing was right. The sixties were a time of cultural revolution, marching toward its symbolic climax at Woodstock. American kids were ready to break out and try new things. The international music scene was helping young people look beyond the assumptions of their parents and the stultifying atmosphere of the post-war Eisenhower era. But the AMA was still practicing an authoritarian and autocratic style of leadership. It didn't know and it didn't want to know about motocross. It frowned on Dye's series because it was "foreign" and not AMA sanctioned. Ironically, the AMA could not have sanctioned and officiated these events if it had wanted to, because motocross rules did not exist in the AMA book. In a rather unenlightened move, the AMA denounced the series and threatened to suspend the memberships of John Penton and Dick Mann. It was an unpopular and ill-advised action by an old guard, resulting in sweeping political changes within the Association. And change came quickly. By 1970 John Penton was sitting on the AMA board of Trustees and Dick Mann was invited to help write motocross rules for the Association.

In spite of Penton's involvement in these watershed events, his personal interest remained fixed on creating the better enduro motorcycle. Immediately upon becoming a Husqvarna distributor, Penton had urged the company to produce a 125cc model. The 250 was their smallest product, and their development plans were going in the direction of bigger engines. John was convinced that light weight and agility were far more important than power, but he was unable to convince the Husqvarna brass that Americans

would buy a small machine. John was unsuccessfully bucking the popular attitude that bigger is better.

FOREIGN TRADE

Among the changes that were taking place in American motorcycling in this era was a new interests in the International Six Day Trial, later to renamed the International Six Days Enduro. The ISDT was the king of endurance events, attracting the best riders and motorcycle brand from throughout Europe. Americans had ridden the event, but they were never taken very seriously. Now, with a stake in selling their products in America, Husqvarna assisted its new U.S. distributors in mounting a serious effort at the 1967 ISDT in Poland. The United States officially entered a World Trophy Team consisting of Bud Ekins, Dave Mungenast, Malcolm Smith, LeRoy Winters, John Nelson, and John Penton, all riding Huskies. Most of these names would become off-road motorcycling legends.

During the event, John met a young engineer employed by the Austrian KTM firm, which at the time was selling bicycles and mopeds. He was riding a motorcycle he had build himself; it reminded John of his own vision of what an enduro motorcycle should be. John introduced himself and discussed his ideas with the young Austrian, who urged him to take a detour through Austria to visit the KTM factory on his way back to Sweden.

Penton accepted the invitation and enthusiastically outlined his ideas to Erik Trunkenpolz, the owner and CEO of KTM, showing him drawings of what he envisioned as the better enduro tool. Trunkenpolz was not excited. His company was making money on pedal bikes and smaller street bikes; its previous ventures into the off-road motorcycle market were unsuccessful. But he finally warmed to the idea when Penton said, "Look, I'll give you a \$6,000 budget to build a prototype to my specifications." This was not small money in 1967; Trunkenpolz signed on.

Using Penton's \$6,000, 100cc Sachs engines, and various suspension parts purchased at the Milan motorcycle show, KTM delivered six prototypes by early 1968. Penton began to test his new product at various national enduros, handing over spare machines to other top riders such as Winters and Mungenast, and telling the public the bikes would soon become available for a retail price of \$700. The response was electric, and by the end of the year over 400 new Pentons were delivered to U.S. customers. By the time he would eventually sell his distributorship to KTM in 1978, John Penton would put over 25,000 motorcycles bearing his name into the American market.

John Penton's vision had become reality. The enduro bike for Everyman had arrived... at a price every man could afford. No longer did one need great skill and brute stamina to muscle a big British or American twin through the woods. No longer did one have to be a fabricator or an engineer, making extensive modifications to keep the big four strokes running through sand, mud, and water. John Penton's little

100 and 125cc machines with his name on the gas tank were helping launch an American off-road motorcycle revolution. It is true that similar vehicles - such as the Japanese Hodaka - had come into the U.S. market by this time, but they were not blessed with the Penton personality and reputation, nor were they developed and marketed with the tireless effort and intense energy that the Penton organization put behind their product. Richard Sanders, whom John set up in the motorcycle business as an early Penton dealer in Texas, states, "All of the early lightweight motorcycles had some problems. The difference with Penton was that the company got on them right away and worked to make them right. Some of the others were very slow to make corrections, if ever."

But there were other ramifications of the new lightweight product that not even John Penton had reckoned on. Although he had only wanted a better enduro motorcycle, the Penton-with a size, price, and power range attractive to young people- became the perfect entry-level motocross machine. The big 250 and 360 Huskies were still regarded as cutting-edge monsters. Their power and quickness were fearsome to a generation of Americans who were excited about, but not yet proficient in, motocross. Many believed that only the Nordic supermen, like Bengt Aberg and Gunnar Lindstrom, could handle that potent machines. The new Penton was more affordable and lower-risk way to test one'

s motocross skills. As such, it helped bring thousands of young riders into the sport, and played a significant role in a trend that would turn America into a motocross super power over the next decade.

DIVERSITY

John Penton's drive to build a better product was not limited to his namesake motorcycle. Wanting a boot that worked better than the engineer's boots or high-top work shoes worn by most enduro riders of the period, Penton approached Italian ski boot manufacturers to modify their product, just as he had done with Trunkenpolz at KTM. Through his Hi-Point clothing and accessory distributing company, Penton opened up a whole new market for Alpinestar. And just as he had given his new motorcycle to Winters and Mungenast to demonstrate, a young motocrosser named Bob Hannah was asked to try out Hi-Point boots. Not only did Hannah wear them, but he became a valued consultant on how to make them better for motocross and more effective against ankle injuries. As a result, Hi-Point eventually captured more than half of the American motorcycle boot market.

In his search to make things work easier and better, John Penton was also the first to bring the glamour and comfort of the "big rig" into motorcycle sport. Teams have not always been accustomed to the convenience of eighteen-wheelers and luxury motorhomes. In the mid-60's you were someone important if you showed up in a box van. Most

still used trailers or squeezed their bikes and gear into conventional vans. John Penton wanted something that would enable a team of several riders and mechanics to travel together and carry their motorcycles, tools, and spare parts economically. He discovered it in a failed experiment by the U.S. Postal Service.

Between 1960 and 1965 the Postal Service experimented with mobile post offices. These were big, high quality vans built by the Crown Company in California. They were 50 feet long and powered by Cummins flat diesel engines mounted at mid chassis. In terms of quality and chassis specifications they were not far from the half-million dollar rigs that NASCAR drivers use today. But the mobile post office idea didn't work very well, and before these vehicles were even fully depreciated they ended up as unwanted government surplus. Penton bought some of them for less than \$3,000 each, painted them up in team colors, and named them the Penton Cycle Liners. Rolling up in the big Penton Cycle Liner brought a touch of class to any event and put the fear of God in the competition.

LEGEND

Undoubtedly, John Penton has made a difference. This was officially acknowledged when, in January, 1999, he became one of the first inductees into the new Motorcycle Hall of Fame created by the American Motorcycle Heritage Foundation. Ask John Penton today and he'll tell you he never intended to start an American off-road revolution. All he wanted to do was make an enduro bike and accessory products that worked better, and maybe to events in a little more style and comfort. In the course of achieving these goals he set trends, bridged the gap between American and European motorcycling, and launched products that eventually resulted in American world dominance in motocross.

Today he lives in a house he built with his own hands, just a few hundred yards from where he was born. Although

is influence grew out of deals struck in far-off countries all over the planet, John Penton never really ever left Amherst. Everything he did remained rooted on the land his father farmed, and most of the businesses he built are within a stone's throw of the Penton homestead. Just down the hill from John's house is the motorcycle dealership established by him and his brothers. Today it sells Honda, Suzuki, and KTM, and although the family no longer owns the business, it still carries the Penton name- something the new owners insisted upon.

John is as excited about motorcycling now as he was forty years ago. He likes to walk down the hill to the dealership and just watch what is going on. He talks with amazement about what the motorcycle clothing business has become- the bright colors, the specialty products, the sophisticated materials, and the prices. John shakes his head and laughs, "I saw this young couple come in with their little boy and buy him a new KTM minicycle and all the gear he would need with their credit card. I couldn't believe it. It wasn't like that then I was in the business." Then he pauses and becomes thoughtful: "But that's the future. That kind of thing, those little motorcycles and all of that equipment is what gets people excited. It's really good for motorcycling and good for its future."

The extent to which John Penton helped form that future is impossible to measure. But there is no doubt that he is one of the most influential living motorcyclists in America.

This article was reprinted with the permission of Davey Coombs, Publisher of Racer X Illustrated magazine. It appears in their August/September 1999 issue. There are some other interesting side-bar stories and many old photos of John and his bikes in the article. Check your local dealer for a copy of Racer X Illustrated or call Davey Coombs at 304-284-0080.



Jack Penton (left) and Ed Youngblood (right). Ed was working undercover (which is why he is wearing the sunglasses and the strange hat) in the swapmeet during the event looking for any and all information about John Penton. In this photo he is showing Jack what he just found in an old American Motorcycling magazine.

Photo by Debbie Houghton



1999 AMA Vintage Days at Mid-Ohio

Doug Wilford (right) standing with a friend in front of the VIP Penton banner. Doug is the holder of 3 ISDT medals (1 Gold and 2 Bronze). He was the Penton team manager in 1972 in Czechoslovakia and won the Watling trophy. He also won a Bershire medal in 1969, 1970, & 1972. He rode Penton 125s.



Jack Penton (center) standing next to his wife GiGi. Matt Weisman is in the background (left). Matt worked for John and was the person who did the ads and literature.



This photo was taken at the MX track and shows John Penton autographing a jacket of a very young admirer.

WARNING: Do not leave your children unattended around John if he has a marker in his hand. He is used to signing anything and everything.



Kip Kern of Indiana doing some last minute pampering to one of his 125s that he put on display. Kip is the Penton steel tank restoration expert and the Sachs motor Master.

Kip, is it true that you reluctantly sold two of your "children" when your only intention of bringing them to Mid-Ohio was to show them off?



Photos by Debbie Houghton

Tech Tips

Clutch and Related Components by Bobby Lucas

Boy, one could write volumes on this subject alone but we will try to help the rider as much as possible here.

First you must identify which clutch system and motor you have. Hopefully your clutch is complete.

Early clutches were made of brass and steel. Adjusted and maintained, it will last a couple of racing seasons. This is our goal!

Penton/KTM 125, 175, 250, & 400's throughout the years, all used different kinds and numbers of clutch plates and related parts. Check the table at the end of this article for help and check your parts manual before ordering parts or reassembling. Because of the number of these changes, generally no one way is correct.

My past experience is that engines left at rest for many years need only cleaning and inspection of parts. Pay close attention to your pressure plate, to the spring nuts, and bolts. Count the number of threads showing on the eight spring bolts as this applies pressure to the clutch and will be an area of adjustment at a later time.

Every Penton owner wants to ride A.S.A.P. and often the bike will start and run, but the bike dies or jumps and dies when the bike is put into gear. Draining the crank case and filling it with new oil helps sometimes. Warm up the engine, drain the oil, refill, and try again.

One should really examine the whole bike before riding. This is a pre run check. Use common sense. Check brake cams, cables, crank seals, and the crank bearings. Clean the ignition, air box, and carb. I'll stop about all this, it's really an article by itself! NOTE: Clutch drag, more often than not is caused by worn clutch push rods and the 6mm ball bearing, or the pin at the cam. Holding the bike in

gear with the engine running for extended periods causes the two rods and the ball to wear or worse, causes the pressure plate, rods, and ball to become one.

Working on your clutch is easy once you have some tips. First off, determine what is wrong. A slipping clutch is one without enough pressure. A 1/2 turn on the eight nuts can solve slipping, if the plates are worn. You can check your cable to see if it's properly adjusted at the engine and handlebar adjusters. You may need a new cable. If your cable checks out, one or all of your disengaging parts may need replacement.

Normally I've seen the 6mm ball flat on two sides and the rods pitted. Replace the ball and check again. If it works, your batting a thousand. If not, you can clean up the action by placing 2 6mm balls in the center and grind off each end of the rods to the appropriate amount. This is a grind and fit method. Don't take off too much!

The bearing cover and it's disengaging lever may be so worn that only a replacement will do. Buy all the spare parts and bikes you can. Use the late model clutch set-up if you can find it

NOTE: Late model set-ups are easy to see on some engines. Look at the clutch engaging housing (bearing plate assy). The advantages are that your disengaging shaft rides in a steel sleeve vs the old type where your disengaging shaft rides on the case housing. The housing is soft and if not kept clean and greased, will cause severe wear, and improper clutch action is the result.

In 1976 and up, all engines used a single rod with the bearings on either the pressure plate (housing is old style) or bearings on the housing end of the rod with a cup type bearing activated by a pin via the disengaging shaft.

The fibre clutch plates are directional and must be installed so oil will sling out of the basket when you open your clutch.

Clutch engine cases also allow oil to leave the clutch at a better rate on late model clutches. Early silver

motors had only one flute, later models have two. Original silver covers have none and could cause some clutch drag. Original black covers are cool to look at but hold so much oil that a slow action is almost always going to happen if every part isn't in top shape.

If you decide to mix a late model clutch to an early model case, use all the parts from the late model to include basket and pinion gear. Believe it or not, they are a matched set. Use a 250 on a 250, 400 on a 400 as the number of teeth match the transmission gears.

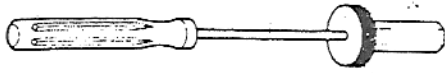
My price list dated 1975 prices the disengaging cover complete at \$16.60. Now I'm sure it's going to cost you 5 times that today to buy a new one or about the same to have one rebuilt. Jack Penton asked me what we should do to rebuild them and it looks like we can if they aren't too far gone. I've got a large supply of bikes, so I've never rebuilt one, but my machinist says we can. You need to be able to fit all parts and if rebuilt, you can make the proper adjustments.

CLUTCH ADJUSTMENTS

As stated earlier, pay close attention to the eight nuts and spring bolts before you take apart your clutch. You should know that the only time it is required to disassemble your clutch is when a repair into it is necessary. You may replace transmission gears and crank parts without taking your clutch apart. I always replace the two bearings #Din 625-16005-C SV41 when I intend to race the engine. This gives you a true running clutch on the main gear shaft.

Once you have tested gear shifting through all gears you are ready to assemble your clutch. Usually I install the cases in the frame at this point of a restoration. Install your cylinder and head, don't forget to drill your piston. Now assemble your clutch (see table and manuals for sequence of plates per your engine type).

Tighten the spring bolts in a crossing manner so as to keep pressure the same. You need to make a tool to use here. Use a 10mm deep socket and weld a large nut or wheel to the ratchet end, leaving a hole large enough to lip a screw driver through so you can hold the bolts and turn the nuts. This would be the same as the special tool #51-12-006-000.



screw driver nut socket
NOTE: screwdriver end must fit the inside of clutch nut's center (see photo below)

Once you have your clutch plates installed, install the rods and bearing from the bearing cover side, always grease with molykote paste, tighten nuts and bolts and check your distance measurement of the disengagement lever on the bearing plate - late models 44.5 to 45.5mm, early models 42.5 to 43.5mm (see photo below).

NOTE: Rounded end of the rod goes in first, then the 6mm ball, then the second rod, flat both ends.

Disengage the clutch and check the pressure plate to see that it lifts evenly. Install your clutch cable and adjust it to a good feel. Install your drive sprocket, chain, and rear wheel if they have not been installed already.

Take out your spark plug. Shift your transmission into a low gear. Pull your clutch lever to the handlebar

and check that you have 1/2 inch off the bar and zip tie it in that position. Place your bike on a center stand (crate) and turn the rear wheel and observe the pressure plate. It must be true at all springs, nuts, and bolts or a hot spot in the clutch plates will occur and uneven wear of the plates will result. You may also set up a dial indicator to true the pressure plate.

Align the nuts on the clutch with the hole in the bolts in such a way that you can wire all eight nuts together in a circle using .040 steel wire or use the stock pins size 1x15mm.

Cut your zip tie at the handle bar, install your kick starter, replace your spark plug and shift the bike back into neutral. With the kick starter, push the engine through. If your compression is up (new top end we hope) and the motor turns over, your in great shape.

FINAL TEST

Fill the transmission with oil and go for a ride. Some adjustment of the clutch cable may still be required, but not usually. The final test is under power and with clean solid shifts. The last test is to see if you can easily find neutral with the engine hot.

Now go win some races!
Bobby Lucas is also know as Vintage Cycle Works or New Penton Central, of Arlington, Texas. (817) 483-7346

INSTALLATION SEQUENCE OF CLUTCH DISCS

To include Late 79 to 81 KTM's Late Model clutches
125 - 175cc Beginning with an organic disc, you have to put in alternating 5 organic and 5 aluminum discs

250cc Enduro - Beginning with bottom ring, put in first steel disc and then alternating 7 sinter and 7 steel discs.

250cc MC - Beginning with 2 steel discs,

400cc - First put in the bottom ring, begin with the steel disc and alternate with 9 steel and 8 fibre or sinter discs.

Early Model clutches (1972 thru 1977)

250cc Hare Scrambler - 8 steel, 7 brass, 1 steel ring

175cc Jack Piner - 6 steel, 5 fiber, 1 steel ring

Thickness of clutch plates

125, 175, 250 MC - Clutch disc, organic 3.5mm

250 Enduro - clutch discs 2.5mm

400 MC/ Enduro clutch discs 2mm

Length of clutch springs

1.5mm diam x 40.5mm - 175

1.6mm diam x 38.5mm - 250

1.7mm diam x 37mm - 400

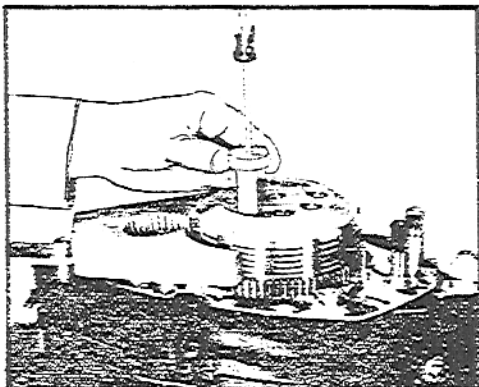


Photo showing how to use the special tool #51-12-006-000. The screwdriver is used to keep the screws from turning. Turn the nut on the tool to tighten the clutch nuts till correct number of threads show, usually 3-4 threads

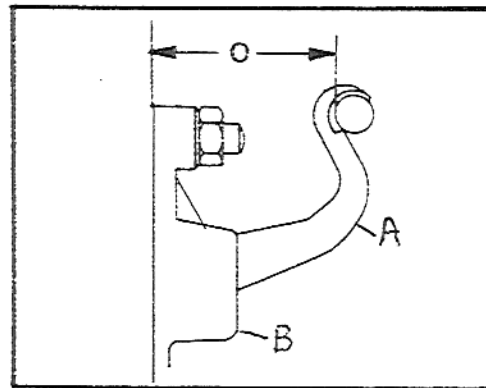


Photo showing the measurement of the disengagement lever (A) on the bearing plate (B)

PENTON EXHIBITION RIDE at Mid-Ohio

By Alan Buehner

Sunday July 11th saw the 2nd running of the Pentons on the Motocross track during the AMA Vintage Days event at Mid-Ohio. We had 17 riders sign up for the event which offered spectators a wide selection of running Penton motorcycles.

Dave Sanders showed up again this year and rode his 1968 steel tank 100 enduro which was the oldest bike in the running but not the smallest. 2 time ISDT medal winner, Paul Danik (the man from Mars), rode the course on his 1972 100 and showed just how fast it was by passing many of the larger bikes from 125s to the 250s.

This was not a race and no points or trophies were awarded. It was run from the starting line where the bikes were allowed to start one at a time. We were allowed 4 laps around the track after the first set of AHRMA motos were run. Since this was not a race, the normal AHRMA restrictions were removed. All Pentons from 1968 thru 1977 were allowed, and only proof of AMA membership was required. There was no sign up fee and riders could sign up on Sunday before the start of the races.

After the run, food and beverages were served at the special Penton Pit display. There was a special certificate (autographed by John Penton, Jeff Smith, and Dick Mann) presented to each of the participants.

The Penton Display was set up early on Sunday Morning where many of the Penton riders parked their vehicles in the pit area at the motocross track. This made for a very impressive "Penton" presence at the track with all of the Penton banners raised up high and all of the Penton motorcycles lined up

front. John Penton, Jack Penton, Dane Leimbach, and Ed Youngblood were at the display to meet and sign autographs.

The following riders signed up to ride the event: Randy Illg (IL), Paul Danik (PA), Barry Ely (OH), Lee Schultz (OH), Mike O'Reilly (Canada), Karl Papenhagen (MI), Jeff Illg (IL), Bethany Smith (MI), Lester Champion (OH), Paul Busick, Mike Malicky (OH), R.E. Polan, Robert Lucas (TX), Skip Miller (TX), Rick Mercer, Dave Sanders (IL), and Mike Parker (AZ).

Special thanks goes to Dale Barris of Penton Honda (Amherst, Ohio) for providing the tables, chairs, food and beverages at the cook out.

A big thank you goes to Jeff Smith and AHRMA for allowing us to run Penton Exhibition ride during their very busy schedule.

Since we received a positive response of how much fun it was, we are planning on running this event again next year to highlight Penton being the feature marquee. We can run this event in California during the Sears Point Vintage days if there is a willingness by the West Coast Penton owners to do so. If you have interest in riding the April 2000 event let us know.

LETTERS FROM THE WEB by Barry Ely (bely@one.net)

Hello,
I Remember the Penton Cycles while growing up in the 70's. Please tell me a little about what happened to the company and when the last production was.

I am a Penton and remember that if you had a Penton bike, it was like being in the BMW class.

David Penton

Dear fellow Penton enthusiasts,
It's terrific to find you on the web. Great site; pictures are fantastic. I'm thrilled to find others with a strong interest in one of off-road cycling's most influential marques.

I was 16 years old in 1973 when I purchased a 73 Penton 125, put lights on it and licensed it for street. I rode it to high school and within about 2 months it was stolen. Of course there was no ignition switch, it had flywheel magneto. I found out afterwards that some creep was riding it during the day when all the kids were in class. He was most likely the one that stole it. I never did get it back. My mom and dad had financed it for me and were more than a little dimaayed when it was realized there was no insurance bought for the bike. I was too young to know of such a thing, and they just didn't pay attention. That bike was over \$1,200 in 1973! I paid off most of it and then bought a 72. It remained dirt only, and I spent many hours of enjoyable off-roading. We used to ride where they put the Boing 747 plant in Everett, Wa.

Chris Brown

Hello,

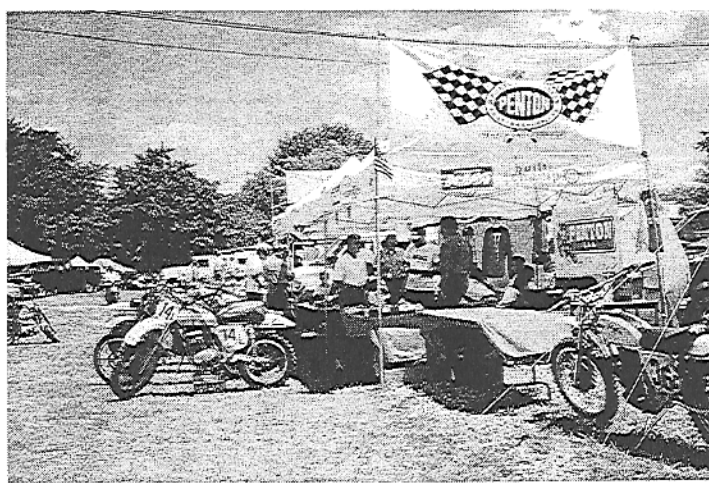
sorry I missed VMD, planned on going but the burden of making a living you know.

I wanted to race the Penton moto and beat up on the big bikes with my Jackpiner. Without a doubt on of the great but underestimated bikes in vintage. Here in Florida, we used to have a class of 0-200 and for years it remained and "Elsinore playground". Enter

1999 AMA Vintage Days at Mid-Ohio

The Penton Sunday MX Pit Display

An outside view of the Penton display showing the biggest gathering of Penton motorcycles since the 70's. It was a professional and eye catching display that had many unsuspecting passerby's stopping in bewilderment - wondering what is this Penton thing and what is this all about.



A group photo shot of some of the Pentons, Penton owners and enthusiasts that were at the display enjoying a fund day of racing, food, and fellowship.

Can you find John Penton?

Next, find those two guys from Texas - Bobby Lucas and Skip Miller.



This photo shows some of the heavy artillery brought up from Texas to do battle with AHRMA regulars. There are two Penton 250s and one 400.

Can you find Bobby Lucas in the photo?

Next, find Alan Buehner from Ohio and Bob Bennett of Iowa. Hint - all three are in the upper photo.



This is a photo of Barry Ely of Ohio standing in front of his beautifully restored 1973 Penton 250. He rode this bike in the 250 class races and the Penton only exhibition ride. Barry is the owner of the Penton web site and is the one responsible for setting it up and maintaining it.



Photos by Debbie Houghton

my Jackpiner. 20 moto starts with 18 wins, one 2nd and one DNF (hunk of fiberglass in the mainjet while leading). So you would figure I'd get to ride with the #1 plate, right? So did I. Instead we were "banned"!!! The whiners win!

Now I race with the 250/500 experts and get 1st or 2nd! Now the big bikes cry cause "that Penton has to be illegal"..... enough of my rambling, how do I join the group and how about the news letter?

Peter Villacaro

Hello,

Is there anyone here who is interested in late 70s and early 80s KTMs? I own several and would like to speak with others who are interested in them. Has there been any discussion about adding a section to both the Penton Owners Group as well as the website that is devoted to KTMs? I would surely join if this were to happen and would be happy to help in any way to make it come about. Best regards,

Mark Correll

AMA NAMES JOHN PENTON GRAND MARSHAL

John Penton was picked by the AMA to be the Grand Marshal at both Vintage Days events for the year 2000. This gives John special celebrity status during the events. If John is healthy enough and willing, we will try to have him make a parade lap around the road race course at both events on a motorcycle (hopefully it will be on Penton no. 1).

PENTON TO BE VINTAGE MARQUEE

It was made official by the AMA that "Penton" will be the feature marquee at both vintage days events for the year 2000. We have been working with the AMA on this since February and have submitted a proposal with them outlining our ideas of what we would like to do.

The display that we are proposing for the Mid-Ohio event (in July) will consist of items related to the Penton brand of motorcycles manufactured and sold between the years 1967 thru 1977. In addition, the display will include items related to John Penton, such as Hi Point products. Items to be displayed will include restored examples of every model motorcycle sold, framed photos, clothing, ISDT medals, and trophies. Items on display will showcase the Penton involvement in the evolution of the dirt bike. The display for Sears Point (in April) will be smaller and scaled down.

We intend to have as many of the celebrity riders of the past (who rode a Penton at one time or another) to be at the display to do autographs and pose for photos at both events.

Other activities are also being planned during the events to bring attention to the "Penton" name. A Penton only exhibition ride will be held at the MX races. A Penton celebrity lap around the MX track. At the Mid-Ohio dirt track event we are trying to put together a celebrity match race on some Penton short tracker bikes.

More detailed information will be in the next newsletter. Mark your calendar to attend one or both events. If you want to show your bike(s) at either event or have some unusual "Penton" items to display, contact Alan Buehner to be included in the program. Ideas and

suggestions to make the displays fun and exciting are welcome.

PENTON REUNION

Check out the enclosed brochure for the first ever Penton Reunion and mark your calendar to attend this event on Saturday, October 9th. It is being held at the historic Amherst Meadowlarks Club grounds in the center of Penton country - Amherst, Ohio. Check out the map on the back for directions, because it's not in John's back yard. We have a lot of activities planned to make it fun, informative, and entertaining. We couldn't decide on what to charge for this event. So we are leaving it up to you to pay what it is worth and what you can afford on a love offering basis. Bring your bikes, bring your family and don't forget your camera. Also, if you have any Penton parts to sell or trade, you are welcome to bring them.

MEMBERSHIP RENEWAL

It is more than a year and a half since we started the Penton Owners Group. Many of you joined up with us at the very beginning and now it is time for us to ask you to renew your membership. As one of the benefits of being a member, we promised you four newsletters a year. This newsletter fulfills that promise which is why we have not asked for renewals until now. If there is a renewal form enclosed with this newsletter, your membership has expired. We hope that you are happy being a member of this unique motorcycle club and will not hesitate to fill out and mail back the renewal form. All members are always welcome to submit ideas and suggestions to make the club fun, informative, and help it grow.

FOREIGN MEMBERSHIP

The club has just received it's first foreign membership application. Bill Campbell of Australia saw the Penton web site and corresponded with Barry Ely (owner and caretaker of the web site) about becoming a member. He mailed us a money order along with a letter about himself and a photo of his 1974 KTM 250. According to his letter, he followed the advice of his wise cousin, and in January of 1975 purchased the 74 KTM. He also owns a 1977 KTM 250 MC5. He lives near the city of Canberra (the capital city of Australia) which is inland and close to the bush (that's Australian for country side). He has used his bikes mostly for trail riding but has ridden some enduros (he earned a bronze in a 2 day event), and some MX (little success but lots of fun).

We welcome him to our club and since he is our first foreign member he is unofficially assigned to be our Australian ambassador. This title will require him to fulfill the duties of that office if and when we ever decide what it is that he is to do. Is it true that Paul Hogan is one of your relatives?

POG MEMBERS INDUCTED INTO HALL OF FAME

On Friday July 9th, 1999, Jack Penton, Ed Youngblood, and the late Leroy Winters, were inducted into the AMA's motorcycle hall of fame in a special ceremony held at the new museum in Pennington, Ohio.

They were presented a special gold medallion to commemorate this special honor.

Ed was selected for his past involvement being AMA President and FIM Deputy President.

Jack was selected for his involvement as a twelve time ISDT/E member.

Leroy was selected for his involvement as an ISDT competitor and a Jack Pine winner.

This was the second year of inductions for the hall of fame. There were 72 famous motorcyclists inducted in this years ceremony.

WHAT YEAR IS IT? PART 2

by Alan Buehner

This is the second article written to answer the question that we all have concerning our Penton motorcycles. The first article covered the "steel tank years" from 1968 thru 1971. This article covers the next generation of Pentons from 1972 thru 1977.

1972 was milestone year for the Penton motorcycle. This was the year that the chrome-molly frame was introduced. It was a very strong yet lightweight frame that was almost indestructible. The 1972's came with a round tube under the gas tank that was the backbone of the frame. The 1973 thru 1975 came with a squared tube with holes in it and became know as the high breather frame (air for the carb came in through these holes, passed down through the frame, and was routed into the air box. The bikes equipped with SACHS motors came with these frames until 1975.

If your bike has a KTM motor, there are a couple of ways to determine what year it is. The first method is to determine if it has a black or silver motor, and to measure the front forks to see what diameter the upper tubes are (32mm or 35mm). The black motors were made in 1972 and 1973. The silver motors were made from 1974 on. The 1972 model year Pentons (100cc, 125cc, &

175cc) all came equipped with 32mm Cerianni front forks. Since these had a tendency to bend when trying to ride through trees and make front wheel landings, they were switched to 35mm Cerianni front forks for the model years 1973 thru 1976.

The second method is by the 8 digit serial number stamped on the steering head of the frame. The actual serial number is the last 5 digits. The 3 digits preceding the 5 digits is the date code. The first digit indicates the year, the second two digits indicate the month. For example, a serial number of 30161040 would be January of 1973. Some bikes have an extra two digits of 54 stamped on them. An example of 54 41078651 would indicate an October of 1974 date.

Another method to determine the year is by the serial number stamped on the KTM motors. For this, look for the number stamped on the engine case, just below the bottom cooling fin of the cylinder, on the ignition side of the motor. The serial number is coded with the first number determining the year and the next two determining what size the motor is. If the first number is a 3 then the year would be 1973, a 4 would be 1974, and so forth. The following is a list of motor size codes: 51 = 125cc, 52 = 175cc, 54 = 250cc, 55 = 400cc. Thus a motor number beginning with 654 would indicate that it is a 1976 250cc.

All KTM motors also have date stamps as part of their castings. They have small clocks with an arrow in the center pointing to one of the numbers from 1 thru 12. The numbers indicate the months of the year with the arrow pointing to the month of manufacture. Under the arrow is a two digit number indicating the year. The motor cases also have cast in part numbers. These again follow the codes for motor size by observing

the first two digits (e.g. 52 indicates 175cc).

1974 saw another change to the chrome-molly frame to accommodate the advent of the "laid back shock" for longer rear wheel travel. The rear down tubes of the frame were flattened out, beefed up and came with a mounting hole for the upper eye of the shock.

Up until 1976, there was only one basic frame. The bikes were basically motocrosser and if you wanted an enduro, a lighting kit was installed. 1976 was spin off year for the single purpose frames. Thus was born the MC-5 series that came with the single position "laid back shocks", an aluminum air box, orange colored tank and side panels, and a rear fender that bolted to the seat.

The 1976 enduro bikes were the same as the 1975s and did not change until 1977 when the GS-6 series was introduced. This new series came with an extra wide, beefy high breather backbone under the tank and leading axle Marzocchi front forks.

The following is a listing by year of what to look for:

1972 - Sachs 100 & 125s and first year for KTM 175. Cerianni 32mm front forks. Chromemolly frame with round tube for backbone under gas tank. 175 has a black KTM motor with flat side cases. Exhaust pipes have a metal heat shield. Fibreglas air boxes and gas tanks are painted red for 100, green for 125 and blue for 175. Small white "Penton" decals on upper front part of gas tank with name of bike and two white stripes under it. Air boxes come equipped with a triangular shaped aluminum cover that also forms an oval number plate. All bikes come with alloy front and rear fenders and the straight rear hubs with sprocket carriers. Come with Magura

smooth style levers and metal "quick release" throttles. Gas tanks held in place by leather tank strap.

1973 - First year for KTM 250 motors and all frames equipped with high breather tube under gas tank. 100s, 125s, & 175s equipped with 32mm Cerianni front forks, 250s with 35mm Cerianni. All bikes come with plastic front and rear fenders. 250's come with small "Penton" decals on the upper front part of gold painted gas tanks and conical rear hubs.

1974 - All bikes come with 35mm Cerianni front forks and thicker seats with more foam. First year for the 400 KTM motor. All KTM motors are painted silver and come with a rounded profile clutch case cover. All frames for KTM motors come with a flattened rear frame member to allow positioning the rear shocks in a 45 degree (laid back) position. Gas tanks have the long Penton stripe decals. The heat shield for the exhaust pipe is a fibreglas number plate that comes up and over the pipe. The rear fenders are fastened to the frame (rear loop) with a "U" bracket in the center. Rims are high shouldered aluminum Akronts. Frames with KTM motors come with conical rear hubs. Magura "Power" levers are used.

1975 - 250s come with red painted tanks & air boxes. Gas tanks are a low profile design but appear larger in size on the sides and are held down by two spring tensioned cables.

1976 - Last year for Sachs powered 100 & 125s. First year for the KTM 125 motor and MC5 series frame. Rear frame loop behind seat is eliminated, rear fender comes bolted to the rear seat. Air boxes are aluminum and color for all bikes is orange. Rear shocks are

mounted in 45 degree position. Front forks are leading axle Cerianni or Marzocchi. GS (enduro) models use same frame style as 74 & 75 but gas tanks have a "Penton" decal and black and white "L" shaped stripe decal running from front of tank to about halfway then angling up to the top. KTM powered bikes come with Marzocchi gas charged rear shocks, and low shoulder alloy Sun rims.

1977 - New frame design for GS-6 series is a wide high breather backbone with aluminum air box and 45 degree mounted Marzocchi gas shocks. All bikes come equipped with leading axle 35mm Marzocchi front forks. GS series use same gas tank design and lettering as the 1976 but use a leather strap to hold it down. MC series gas tanks have a large "PENTON" decal surrounded by a "C" shaped black & white stripe. All bikes are equipped with a longer designed plastic front fender.



TRANSMISSION ADJUSTMENT TOOL

The kit that allows easier adjustment of the Penton/Sachs transmission. For both 5 and 6 speed engines. Hex head T bar available separately.

No. 107 Kit

(Includes casting & T bar)

No.161 T bar only

Photos of frame design changes made in the 70s

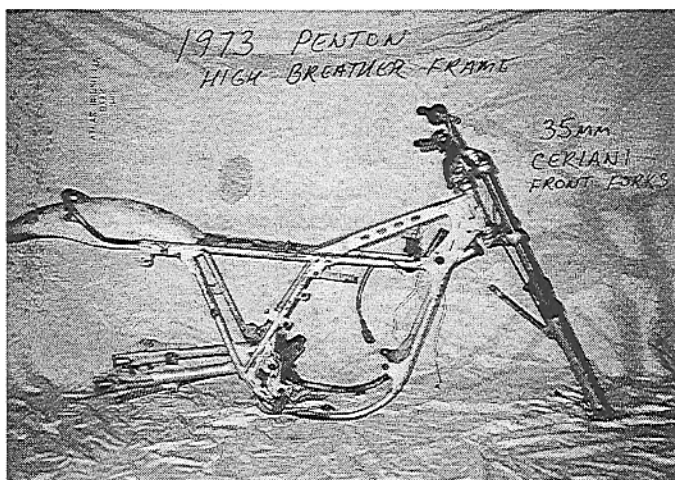
1972 Chrome Molly Frame (CMF)

This was the first year of this major design change. The backbone under the gas tank was a round tube. Air was drawn from under the seat and into the air box. The front forks were 32mm Ceriani.



1973 Chrome Molly Frame (CMF)

This was what became known as the "high breather" with the air being drawn from under the gas tank, down the frame tube to the air box. The front forks were 35mm Ceriani which were harder to bend.



1976 MC5 Frame.

The next generation. Designed for MX racing with the "laid back" shocks. They came with newly designed aluminum air boxes and longer travel leading axle Ceriani or Marzocchi front forks.



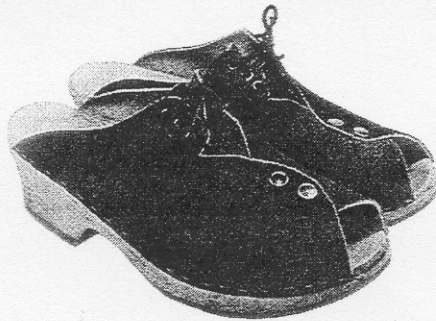
1977 GS6 Frame.

This frame was redesigned to replace the CMF high breather. It was beefed up to handle the laid back shock, the aluminum air box, and longer travel Marzocchi leading axle front forks. The high breather design was kept to allow for deep water travel.



Photos by Alan Buehner

GENUINE HI-POINT SWEDISH CLOGS



What every moto-cross man wears to the local races — orthopedic wooden clogs from Sweden. These are the clogs that have laces on the top allowing for perfect fit. We also have pretty clogs for the ladies and for the little boys.

A must for those summer days.

No. 410, Men's clogs

No. 411, Ladies' clogs

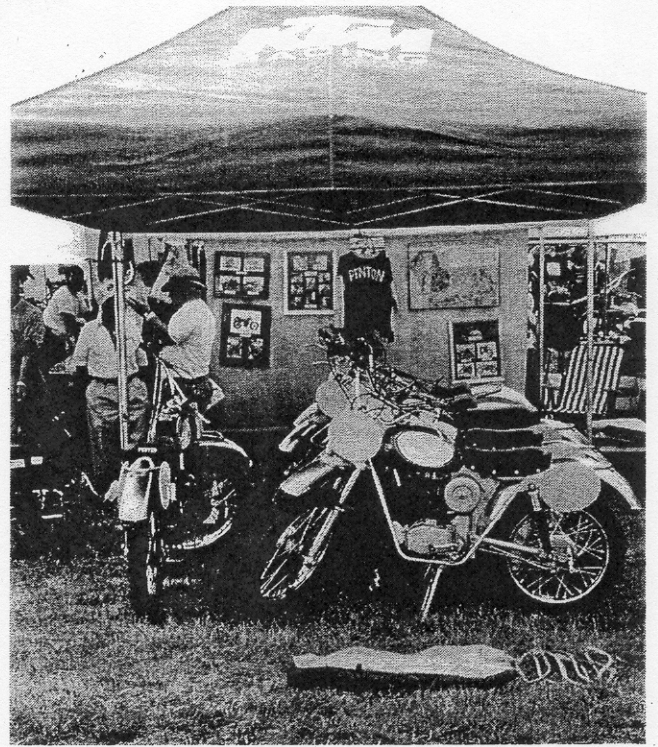
No. 412, Children's clogs

Specify sizes when ordering.





Jack Penton wearing his Motorcycle Hall of Fame Medal. Jack is the holder of 6 gold, 3 silver, & 1 bronze ISDT medals.



An outside view of the Penton display and Kip Kern's line up of restored Penton motorcycles.

Photos by Debbie Houghton



PENTON OWNERS GROUP

P.O. Box 756

Amherst, Ohio 44001

PENTON REUNION PICNIC - Saturday October 9th
To be held at Amherst Meadowlarks Clubhouse - Amherst, Ohio
mark your calendar to attend this historic event - details on enclosed brochure