

Winter 2000

Issue No. 9

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



This photo was taken at the AHRMA event at Two Rivers Racing in Milliken, Colorado held on September 16, 2000 .
L to R : #71W Bob Gorner, #41 Dave Fetsch, #11P Tom Roach, #11 Pat Holmes, Tom Brosius, and #415 Hubert Betzen.

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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.

Club officer names and contact information have been removed from this document.



Still ...Keeping Track is published quarterly by the Penton Owners Group. Annual membership dues is \$20 per year for US 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 out our web site at: www.PENTONUSA.ORG
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

There are very few people who can look into the future and know what will happen, and through their decisions know where they will be. As was pointed out by Ed Youngblood in his book about John Penton, John did not start out riding motorcycles with the intention of building his own motorcycle. Due to many

circumstances over a period of time, it just happened.

My life has run a similar course. I did not start riding motorcycles with the intention of starting a club. Due to many circumstances in my life over a period of many years, it happened.

I am a firm believer in that there is a reason for everything that happens. This goes for things that we consider good and those that we consider bad. If you pay close attention to what is going on

around you, you can sometimes get a fast answer to why some things happen but most take many years before you can realize why.

Many of these things are guiding us for a specific purpose. This is evident in the life of John Penton where if one of the many things that happened in his life had gone differently, there would not have been a Penton motorcycle. Simple things like someone saying "yes" instead of "no" would have made a

major impact on the present outcome of John's life.

Because there was a Penton motorcycle, made for the possibility of there to eventually be a Penton motorcycle club. But it was all a matter of timing before it could happen.

The realization of my involvement with John Penton and this club came to me on a sleepless Saturday night in April of 1999. That was when John and I drove to Sears Point, California to set up the Penton display and scope things out for the following year's display as feature marque for the year 2000 Vintage Days event. The excitement of being with this great

man (all of you who have met John in person know this feeling), sharing each other's life stories, and realizing that I did not possess even a small part of the competitive nature that drives a champion rider had me asking myself a lot of questions. Through retrospect, I found the answers to my questions and know why I am where I am today in regards to this club.

I have been asked by many members as to how the Penton Owners Group came to be put together. After this year's Mid-Ohio event I started writing things down to use as an article. Instead a short cut and dry story I felt it was necessary to give a longer version

because of the many things that have happened in my motorcycling experience. Like John Penton, if people in my life had said "no" instead of "yes", I would not be here writing this article for this club, and this club probably would not be happening at this time.

I am happy to say that my involvement with John Penton has been a two way street in that we both have benefited from having met.

I hope that you find my story interesting and that you use it as a guide to look back to find the answers to the things that have happened in your life.

Thanks to the co-operation of the AMA, The Penton Owners Group was able to purchase a limited number of "Penton feature marque" pins that were sold out on the first day at Mid-Ohio. One of these pins was included in with the mailing of this newsletter as a special collector piece and is our way of saying "thank you" for supporting POG with your membership.



Photo from the 1978 Indiana State Hare Scramble Championship.
Jeff Hill standing next to his bike, Phil Lindeman from Lindeman's "Penton Place" motorcycle shop, kneeling behind bike. This photo was provided by Dave Lindeman for his article.

MEMBER PROFILE

David Lindeman

David lives in Colorado with his wife Mary, and his two sons, Ryan 5, and Ty 2. He is a charter life AMA member, an ATV safety instructor, and has worked in several motorcycle dealerships. Besides motorcycles, he enjoys camping, elk hunting, and photography. In the summer of 1985 he made a career change from a motorcycle technician to a fireman for the city of Denver. Being a fireman keeps his life interesting and his 29 years of motorcycle racing experience helped him prepare for the fire service. "For racing we prepare machines and safety equipment to perform a wide range of tasks under vast varied conditions, with a goal of negotiating a track at speed without crashing. Firefighters prepare machines and equipment for fire and rescue situations. The ability to focus on a specific task while evaluating and reacting to intense action around you is a good skill. i.e. Holeshoot attempts or forcible entry into a burning building. Mechanical aptitude necessary to race vintage bikes is very helpful during auto extrication, evaluating collapse dangers, ect."

He has had an interesting past involving Penton motorcycles and this is how he tells it:

"I started riding Pentons in 1972 on a Jackpiner. I rode the 1975 Jack Pine Enduro. It was 2 days, 400 miles, and I rode on Jack Penton's minute."

"My Parents and I opened a Penton Dealership at our farm in Columbia City., Indiana. In 1977, I won the Indiana State Hare Scrambles series overall in 1977 and several MX races. Our shop was called "Penton Place". My brother Phil and I and several of our customers won many classes over the next 5 years that we were in business. One highlight was in 1978 when most of the Penton Race team came and stayed with us - Frank Gallo, Rod Bush, Jeff Fredette, and Jeff (Doc) Hill. They practiced on our track at the farm. The next day they rode the Indiana State Hare Scramble Championship to promote Penton motorcycles. Even though they were blazing fast in the race, most people later commented on how likable and helpful they were. They were real enthusiasts."

"In 1978 we built a shop in Churubusco, Indiana. We added Yamaha and changed the name to Lindemans Sport Center. I placed 3rd in the National Amateur Hare Scrambles series on a 250 KTM in 1980. My brother was first in the 125cc class the same year. The next year (1981) our number one KTM mechanic Steve Dewitt won the 125cc class in the same series."

"In 1982 we sold the shop and moved to Colorado. I rode Trials, Enduros and a few road races and MX in the 80s and have been riding AHRMA events for a few

years now. I won the National MX series in 1997 on a Yamaha 650 twin in the sportsman open twins expert class. I was second in the first all Penton race at Mid-Ohio on a 125."



Action shot of Dave Lindeman this year at the AHRMA National MX at Colorado Springs, Colorado. He was chasing Brad Lackey who won the race.

"I am now riding primarily Sportsman 250 expert, 30+ expert and 40+ expert on a 250 Penton. This year I won these class championships in the Rocky Mountain Region. My goals for next year are to beat Brad Lackey in one event for the day instead of just one moto, to beat Mark Skarpohl in a Hare Scramble, and maybe bump up my speed to a level where Graham Barber has to break sweat to win in the Rocky Mountain Region. Regardless, I know I can count on Van Hice and his big Maico for some intense clean racing. It is great to see the POG doing all the neat projects these last few years. I would also like to thank a couple other POG members, Gary Leiker and Tom Brosius from Colorado who helped me build this 250 Penton. I had no mechanical failures all season."



(top) Photo from the 1978 Indiana State Hare Scramble Championship. Pictured from left: Jeff Hill, Frank Gallo, Jeff Fredette, and Rod Bush.

(right) Dave Lindeman in the fall of 1976 riding a Penton at the Angola, Indiana Hare Scramble.



(above) Dave Lindeman riding a Penton 250 MC5 at a Hare Scramble event in Indiana (1977)

(right) Don Rosen, President of KTM in January 1978, riding a Honda mini-bike at the Penton Dealer Show and Josh McCoy Hare Scrambles in Lorain, Ohio. It was held at the Meadow Larks track where it was -17 degrees and windy. Many riders retired during the event with frostbite.

THE START OF THE PENTON OWNER'S GROUP

Alan Buehner's Motorcycling
Experience

This story is being written to show what happened during the past 29 years of my life that resulted in my being where I am today. Any deviations or changes along the way could have changed the present outcome and would have resulted in my not being involved with this club. It is not my nature to brag or draw attention to myself and any interpretation of this is unintentional on my part. My purpose in telling this story is to explain how the Penton Owners group got started and to show how small events in your life have a purpose and can add up to something big.

My start in motorcycling came late in my life and a little bit by surprise.

May 1971 - two years after graduating from high school, my best friend, Richard Page appeared at my parents house (I was still living at home at the time) unexpectedly on a new Honda 100cc street trail bike. He gave me my first ever motorcycle ride down the street on that little bike and double shocked me when he rode it over and into the local woods nearby. I had no idea that you could do this with a motorcycle and was surprised at how easily it went up and down the dirt hills. When we got back home I was hooked and knew that I had to get one of these things. I went out and bought a 100cc Kawasaki street/ trail bike.

We did a lot of riding together both on and off road. This is how I started learning the skills and joy of motorcycle riding.

SUMMER 1971 - My friend Rich talked about a motorcycle film being shown at the local theater. We got all of our buddies together and saw "On any Sunday". That film not only

showed me all of the other things being done with motorcycles, but showed us a new hero - Malcolm Smith. I made it a point to try and imitate him whenever I rode off-road.

November 1971 - I saw two guys on lime green Kawasaki 350 Bighorn enduro bikes popping wheelies on my way home from work one evening. I went out and bought one of those for my second bike. I became a dedicated, die-hard Kawasaki fan.

1972 - One of Rich's college buddies, John Fescik owned a Kawasaki 500 triple and we rode over to his house one evening to check it out. He demonstrated his big bad rocket ship to us, but the more interesting bike I saw that evening was his brother Mike's Maico 250 motocrosser. Now that was one "bad" bike. It was serious just from the noise that it made from it's stinger exhaust pipe. I could not believe that people could ride something like that in the dirt at races called moto-cross. He invited us to go with him on a Saturday, to a local track where he would be practice riding. We took him up on his offer and he took us over to Smith Road Raceway in Medina where he ripped around the woods on his noisy beast. I knew that I had to do this moto cross thing and I pulled the lights off of my 100 cc bike and made it my motocrosser racer.

It was at my first race at Smith Road, that I joined the AMA. You could not race at that track unless you were a member. I went racing almost every Sunday at other places called: Barn Hill in Ravenna, Crash & Burn, Ohio International, Mid-Ohio in Lexington, and many others.

I made it a point to race at a wide variety of tracks to improve my riding ability and it was paying off. I considered myself a good rider because I almost always finished and I was very consistent - I always managed to grab last place.

It was at these races that I was exposed to the Penton motorcycles. They were the ones that were always first off the line and always ran away from the rest of the pack.

SUMMER 1973 - I decided to try something different called Hare Scrambles in Kilbuck, Ohio. It was during this race that I injured my right knee. I realized that I was racing for the fun of it. The other guys I was racing against were young kids who had nothing to fear. I had to work for a living and could not afford to injure myself. I decided to stop racing. From then on, I rode the local woods and the strip mines near Kilbuck, Ohio with my buddies. It was safer, cheaper, and more fun.

OCTOBER 1973 - I read about the I.S.D.T. coming to the US and convinced one of my riding buddies, Mike Rand to spend our vacation time to go see it. I went there to see Malcolm Smith and my Kawasaki heroes ride. I saw bikes that I had never seen or heard of before. From 50cc Zundapps to 1200cc BMWs - it opened my eyes. I made it a point after that event to follow along with the results of all the other six days events. This is how I learned about the Penton family.

JANUARY 1975 - I bought my first Penton motorcycle - a used 1973 Jackpiner MX.. I went to the only Penton Dealer in Cleveland - Chuck Malone, bought a lighting kit to make it street legal and an alloy 3 gallon tank to be able to ride the local trails without running out of gas. I became a dedicated Penton fan when I discovered the power, capability, and dependability that I had with that bike. What a difference! Whenever I would drop one of the Kawasaki's out on the trails, something would always break. If I dropped the Penton, all I would have to do would just pick it back up, sometimes reposition the

levers and continue riding. Later in the year, I sold all of my Kawasaki's.

SUMMER 1977 - Chuck Malone, the local Penton dealer, informed me that he was closing up his shop after he found out that Penton was going out of business. I bought all of his Penton inventory to keep my bike running forever. In this deal, I wound up with a lot of Sachs parts that I knew nothing about. I tried to sell them off, but no one wanted them. So, I put them in storage in my garage.

15 years later....

JANUARY 1992 - I got a phone call from some guy asking if I was the one buying Penton parts. He got my name and number from someone who knew I had the parts inventory. I told him no and that I was trying to sell off the Sachs parts. He told me about how this stuff was now vintage and everyone was looking for it. He aroused my interest and I wound up buying his bikes and inventory of parts that he accumulated from swap meets.

I started going to Will Stoner's swap meets in Burbank, Ohio to try and sell off all of my unwanted parts. Paul Danik was one of my first customers and he helped educate me about the Sachs motors and Penton motorcycles. It was at one of these swap meets that I got to meet Norm Miller who along with Paul, became some of my regulars that I looked forward to seeing.

JULY 1993 - I attended my first AMA vintage days event at Powell Speedway in Columbus, Ohio. While going through the auction tent checking out the bikes on display, I saw a Penton/ Kenny Roberts short track bike. Seeing that bike and reading the information that was with it created an excitement and desire for me to have it. At the auction, it did not meet minimum bid. I talked to the owner and negotiated to buy it from him. It was a big thrill to buy this

bike and in order to find out more information about it, I decided to contact John Penton, to meet him, and also have him autograph the gas tank.

I tried calling John at Hi-Point trailer several times, but he was never around and he never returned any of my phone messages.

JUNE 1995 - I asked Norm Miller to arrange a meeting with John at Jeff Penton's house. He set it up and I got to meet John for the first time. He signed the gas tank, let me know that he didn't know anything about those short track bikes, and spent an hour talking about other things. When he left, I told Jeff that he and his family members should be recording all the things that John just told me. Jeff looked at me with a surprised look on his face and said that he had never heard any of this stuff before. John will talk to complete strangers about all of his Penton experiences but never mentions it to family members.

JULY 1995 - I met John Penton for the second time at the AMA Vintage Days event at Powell Speedway. I also got to meet Jack Penton and Ike Penton. John was the guest speaker for the Friday night dinner. He was all fired up that night because a magazine article was written about the most influential people involved with motorcycling and his name was never mentioned in it.

SATURDAY JULY 1996 - AMA Vintage Days event at Mid-Ohio - I had a terrific day selling parts and meeting lots of Penton enthusiasts. During a quiet period in the afternoon, I was feeling very good and was standing there at my booth reflecting on the past two days of activity. I was thinking to myself how I could make it more fun and exciting for the Penton owners that I was meeting. I came up with the thought of having John Penton show up the next year to do autographs.

I contacted Norm Miller and he made arrangements with John to come and sign autographs in 1997. In preparation, for this historic event, I made arrangements with Paul Danik, Dane Leimbach, and Jack Penton to have their I.S.D.T. medals framed up by my sister, Marie Vetrano. I was "in heaven" being allowed the honor and trusted to have these priceless medals in my possession.

Norm informed me that he knew who owned Penton number one and that he was negotiating to buy it. We were both excited when he called me right after he bought it. I drove over to his house that evening to check it out. It was a rusted, beat up pile of junk on two wheels, but it started up and ran on the second kick. Norm talked about his plans on restoring it and spent the fall and winter working on it.

JULY 1997 - John Penton arrives at Mid-Ohio. He is overwhelmed by enthusiastic Penton fans and many of his old friends that show up. He proudly shows off the x-rays of his back operation to everyone. Jack and Jeff Penton are there along with Dane Leimbach and Paul Danik to meet and talk with everyone. Later, Jack tells me that John almost backed out of going. He made a comment to Jack about "who would want to see an old man?" Jack reassured him that there were a lot of people that would be waiting to see him. There were times while John was there that it was tough to tell who was having more fun, John or his fans.

The success of this event had my spirit soaring. On the drive home my mind was cranking out ideas for the next year's event.

NOVEMBER 1997 - At the Will Stoner Swap Meet in Mansfield, Ohio Paul Danik talks to me again about the need to start a club. I agree with him that the time is right to do so and commit to getting it going. After the swap meet, I made contacts with Jack

Penton, Dane Leimbach, Doug Beam, Norm Miller and Dale Barris and they met with Paul Danik and I at Penton Honda to start putting the club together. During one of our meetings, Paul Danik brought up the idea that we need to find someone to write a book about John Penton while he is still healthy and alive. We discussed some names of people around, who we felt would be qualified for such a job, but the timing is not right to make any contacts at that time. Paul Danik also introduced the idea for us to petition the AMA to have "Penton" be feature marque with a target date of the year 2000.

MARCH 1998 - After 4 months and many meetings, we completed the paperwork and the club is finally official when we received our Certificate of Incorporation as a non-profit from the State of Ohio, our Federal Tax I.D. and our club charter from the AMA. Although my involvement initially was to see to it that all the talk become a reality, I had no intention of being an officer and became president when no one volunteered for the position.

THE MAGIC BEGINS

This club from my viewpoint would never have happened if Norm Miller had said "No" or if John Penton had said "No" to that first meeting in 1995. Timing was very critical in the formation of the club. The way everything worked out and fell into place is proof that this was all meant to be. John Penton's path in life was not to become a multi-millionaire. His wealth is with the people he has met over the years and the people he has not yet met but whose lives he has touched with his motorcycle and other related products. I am proud and happy to have played a key part in the formation of this club which in turn is helping John receive his just due reward. You can tell when you are on right path when things fall into place

and go beyond your expectations. This is the magic that confirms that things are as they should be and it has been with us since our first meeting to start the club. This is more than just a club, it is a spiritual journey for everyone involved. The following is an up to date rundown of how things have fallen into place:

JULY 1998 - At the AMA Vintage Days event at Mid-Ohio a larger display was set up. Matt and Barbara Weisman (ex-employees of John from 1967 thru 1977) show up and spend most of Saturday at the Penton display. They meet John Penton for the first time in many years and old wounds are healed.

AUGUST 1998 - We approach the AMA about being feature marque for the year 2000. We meet with Will Stoner and present them our proposal. They decide it should be a joint club effort and be called "the evolution of the dirt bike." We reluctantly agree to their plan and continue on with our plans to pay honor to John Penton while he is still alive and in good health.

JANUARY 1999 - John Penton was inducted into the AMA Motorcycle Hall of Fame in July but he never went to the ceremony. A recognition dinner was held for John Penton in Amherst, Ohio for his family, friends, and POG members. He is awarded a medal to commemorate his induction into the hall of fame (in 1998). It is a chance for us to meet the members of the Penton family and tour the Penton homestead.

APRIL 1999 - John Penton and I travel to Sears Point, California to set up a Penton display for the AMA Vintage Days West event. It is our way of checking things out in preparation for the following year when we would be feature marque. It was my trip of a lifetime as John and I got to know a lot about each other.

It was at Sears Point that I realized that my being there was meant to be and that I was playing an important role in what was going on.

Ed Youngblood retires from the AMA - writes the John Penton article for Racer-X magazine and submits an outline proposal to the club to write a book on John Penton. A committee was formed to go over the proposal and it was approved by the club. Our prayers were answered.

JULY 1999 - We put on another larger Penton display at Mid-Ohio for the AMA Vintage Days in the swap meet area. Doug Wilford shows up to help out for the entire event. The attendance and excitement is non-stop each day. From all the many different items that we had on display, we knew that we were ready and could do the feature marque display.

SEPTEMBER 1999 - Thanks to the efforts of Will Stoner, Penton is officially named feature marque for the year 2000 by the AMA. We concentrate our efforts on putting together a professional "Penton" display at Sears Point.

OCTOBER 1999 - The Penton reunion is held in Amherst, Ohio. This was an opportunity for the ex-employees of John Penton to get reacquainted. More healing is done. Advance orders for the upcoming book on John Penton are collected at the event to start off advertising for it. Matt Weisman converts the old "Penton" movies to video tape and shows them at this event.

JANUARY 2000 - Ed Youngblood contacts numerous motorcycle publications and submits custom written stories about John Penton to promote the book and bring awareness to John being Grand Marshal and Penton being feature marque at the upcoming Vintage Days Events.

APRIL 2000 - The John Penton books are finally published. John and Ed Youngblood travel to Loretta Lynn's ranch to do their first book signing at the GNCC races.

The Penton feature marque display is set up at AMA Vintage Days event at Sears Point, California. Tom Penton and Carl Cranke attend the event to share in the celebration. John Penton is in his glory as he signs autographs and makes his lap around the track as Grand Marshal on a steel tank Penton 125 motorcycle.

JULY 2000 - We set up the Penton display at the AMA Vintage Days event at Mid-Ohio. The inside display is first class and there are over 75 Penton motorcycles on display both inside and outside the tent. Dave Mungenast, Tom Penton, and Carl Cranke show up for the event and are also inducted into the AMA's motorcycling Hall of Fame. John Penton is busier than a one armed paper hanger as he is surrounded by his admirers looking for autographs

during the entire event. Tradition is broken as John takes his parade lap around the track as Grand Marshal followed by an escort of Penton ISDT medal winners all riding Penton motorcycles.

It was at this event that I had a couple of pleasant surprises. The first was meeting one of my old riding buddies Robby Rand, who I hadn't seen in several years. The second was meeting my cousin Donna who I did not recognize because I never in the world expected to ever see her at a motorcycle event.

I never won any medals or trophies riding motorcycles. My talents have been in other areas. My involvement with the Penton Owners Group has been my way of proving myself. It is also my repayment of gratitude to John Penton who I owe big time. He came to my Mid-Ohio swap meet displays willingly and never asked me for a dime to show up at these events.

When John turned his business over to KTM in 1977 he lost lots of

money. Most people don't know this. His Ohio and Texas warehouse inventories were liquidated for pennies on the dollar. His loss has been my gain. Through my contacts and dealings, the left-overs of those inventories have worked their way into my hands. I have benefited by making money off of his losses as other people in the motorcycling industry have done also. However, I believe in giving back part of what I have received and this is why I have taken my role as President of this club so seriously.

Meeting my cousin Donna and seeing her excitement and hearing her kind remarks made me realize that I had truly proved myself worthy to be on the same level as all of these Penton heroes.

This club has been a group effort and I am thankful to everyone who has pitched in and helped to make it a success.

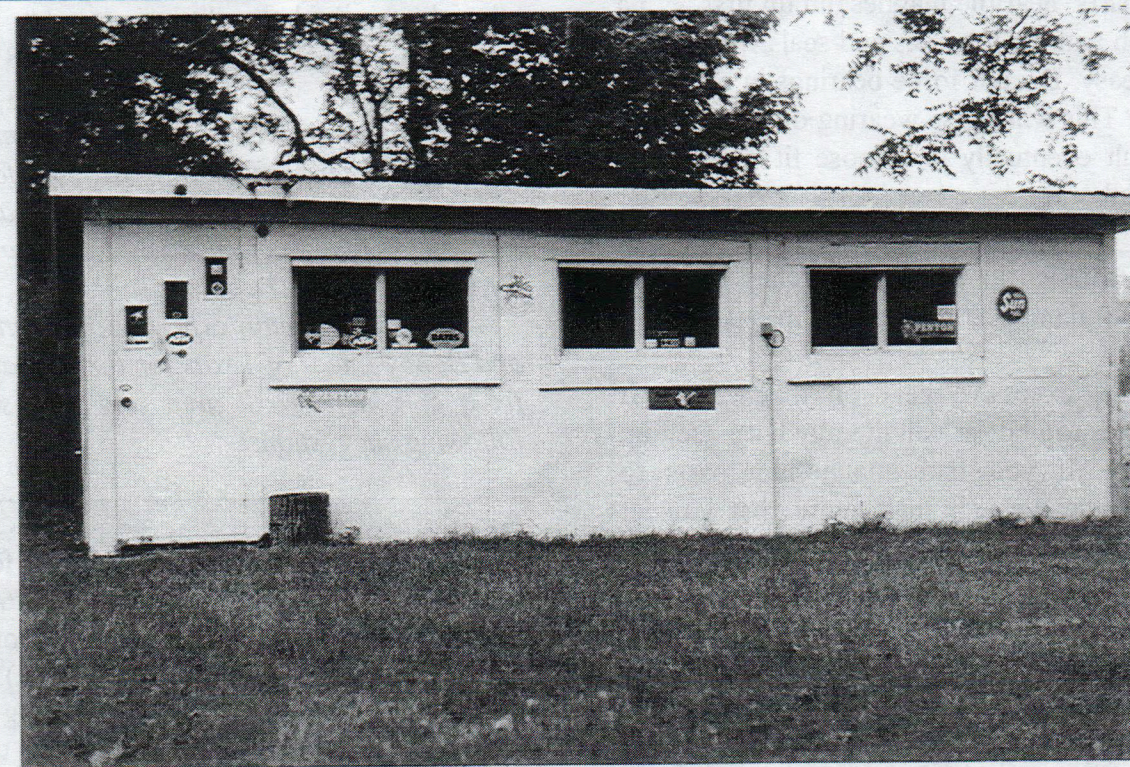


Photo of the original "Penton Place", the Lindeman's first motorcycle shop in Columbia City, Indiana. Even though this shop was originally a chicken house on the Lindeman farm, it was not unusual for farm buildings such as this one to be converted to motorcycle shops. - Photo provided by Dave Lindeman

TECH TIPS

Do's and Don'ts of Magnesium

by Alan Buchner

Magnesium is a strange material that was used in many parts of the Penton motorcycles. It was used primarily in the wheel hubs and motor cases. When heated, this material expands. I got to see this firsthand when I took a KTM motor case in to have a crack welded. Yes, magnesium parts can be welded, however, this should be done by an expert who has the right equipment and magnesium welding rod. I put on a pair of welding goggles and watched as he proceeded to weld up the crack. As soon as the arc touched the metal it lit up with a bluish-green glow that immediately heated up the metal and caused the crack to open up (like a miniature grand canyon). The welding rod was used to fill the crack in and another amazing thing was that unlike steel which stays burning hot after being heated up, the magnesium immediately cools down and can be handled almost right away. The main point that I am trying to make here is that when magnesium is heated up, it expands. When trying to remove and install bearings and seals from magnesium parts, heat the magnesium up first with a propane torch and the bearings and seals will slide in or out very easy. Do not force bearings in or out of "cold" cases. This will cause wearing on the surfaces and will result eventually in a loose fit where they will spin or fall out.

NOTE: for safety, do not use torches or open flames around flammable materials in your work area.

Do not use excessive heat on magnesium. If magnesium gets too hot, it will literally burn itself up (self destruct). If you take magnesium parts to someone to have welded, make sure that you let them know that it is magnesium and make sure that they have the experience and equipment to weld it.

Do not use Armor-All cleaner on alloy and magnesium (e.g. wheel hubs and rims). This will cause immediate oxidation of the metal and if left on for a period of time will eat away at the metal. Read the labels on any products before using them on magnesium and aluminum. Experiment by using any chemicals on a scrap part first to see what happens.

Do keep the magnesium parts painted. This will keep them from corroding. Corrosion of magnesium is evident from the formation of a white powder around the affected area. This results in pitting which eats away into the metal.

When disassembling or reassembling motor cases, do not force them. Check to make sure that all of the screws holding the cases together have been removed and make sure that an internal part has not moved out of alignment and is preventing the cases from fitting together. Sachs and KTM motors are finely engineered and are designed to fit together precisely.

Do not use gasket cement in reassembling motor case halves. Doing so will not only make it difficult to separate the cases but will result in the destruction of the facings of the cases when the gaskets must be scraped off.

Do use a thin film of grease on the case halves and gasket surfaces to provide a tight seal. This allows the cases to be pulled apart easily. Soaking the gaskets in warm water makes them flexible and allows them to stick to the greased surfaces and stay aligned over the holes during assembly. Torque the case screws to proper specifications (5-8 ft lbs.).

A common problem with the KTM motors when they have been left setting around for years is corrosion in the crank area. One tip that I received a few years ago was to use 3BOND clear coat epoxy for coating inside crank areas.

I asked our Penton experts, Kip Kern of Indiana and Bobby Lucas of Texas for their ideas on how to fix a corroded crank area and they sent me the following suggestions:

Kip Kern

To clean magnesium parts I suggest the following:

Lightly glass bead blast parts at 60 psi with 80/100 grit glass bead (be sure that you wear eye protection and a respirator or dust mask).

Carefully inspect parts after blasting for cracks and weak spots. Pay particular attention to:

1. Case screw hole areas (for cracks)
2. Kick starter stop bolt area (splits around hole)
3. Bearing/ Crank flange areas (cracks)

4. Front/ rear hubs (splitting along seams from spokes being too tight)
5. Ignition cover, bottom inside area (holes where moisture collected)

Wipe internal case areas down with a light film of heavy grease and rub it in well to seal the magnesium. I use acid etching primer on outside of cases followed by paint to seal outer cases. Remember, keep cases sealed internally and externally from the elements to prevent corrosion! Moisture is the enemy! Dissimilar metals can also cause corrosion.

To remove bearings: heat the cases slowly in a small electric oven at 300 degrees. and then press/pull the bearings out using proper tools, pullers, or a press. Do not get in a hurry as you can damage the case material.

CAUTION: Remember to always have a fire extinguisher available or a fire plan ready when working with magnesium. Only allow trained, certified personnel to weld this stuff!!

* **Do not** use Silicone on cases

* **Do not** use Loctite on case screws upon assembly

* Be sure to clean between the motor mounts and the frame (remove paint) for proper electrical grounding - I use electrical joint compound/ grease on the motor/ frame contact areas to ensure that I have a positive ground for the ignition.

Bobby Lucas

Complete mechanical removal of corrosion should be practical insofar as practicable. Such mechanical cleaning should be limited to the use of stiff, hog-bristle brushes and similar non-metallic cleaning tools, particularly if treatment is to be performed in a home shop environment.

Any entrapment of steel particles from steel wire brushes or steel tools or contamination of treated surfaces by dirty abrasives can cause more trouble than the initial corrosive attack. Corroded magnesium may generally be treated as follows:

1. Clean and strip the paint from the area to be treated.
2. Using a stiff, hog-bristle brush, break loose and remove as much of the corrosion products as practicable.
3. Treat the corroded area liberally with a chromic acid solution, to which has been

added sulfuric acid and work into pits and crevices by brushing (with a non-metallic brush) the area while still wet with chromic acid.

WARNING: Chromic acid and sulfuric acid are hazardous chemicals. Be sure to read the labels and follow the instructions on the containers for proper use before buying and using. Make sure that you wear eye protection and suitable clothing and gloves. Make sure that the area you will be working in has adequate ventilation.

4. Allow the chromic acid to remain in place for 5 to 20 minutes before wiping away the excess with a clean damp cloth. **Do not** allow the excess solution to dry and remain on the surface. Paint lifting will be caused by such deposits.

5. As soon as the surfaces are dry, restore the original protective paint. Use at least two coats of Zinc chromate paint. When the metal's surface temperatures are above 250 degrees F, an extra coat of paint primer (minimum of three) should be applied (crank area).

PJ1 offers a KTM engine paint that so far has held up on engines I've restored for the past few years. Remember that the inside of your engine is also painted. Pay attention to the inside of your ignition cover and always vent your magneto. Remove your ignition cover after you wash your bike and run up your motor for a good air drying.

ATTENTION ALL RACING MEMBERS

Have you pinned down a two stroke oil that works perfectly in your Penton? If so, drop me a note with what brand that you are using, what mixing ratio that you are using, what type of gasoline, and what size motor that you are using it in. Also, what brand and weight of motor oil are you using in your crank case?

This information will be published in our future newsletters to share with our members who are looking for what works best.

Do you have a do's or don't tip that you would like to share? If so, mail it to the POG mailbox at P.O. box 756 - Amherst, Ohio 44001 or post it on the Penton web site bulletin board.

The I.S.D.T. Reunion

by Alan Buehner

The I.S.D.T. Reunion was held in the Ozark National Forest of Arkansas September 30 and October 1st at Byrd's campground. When my wife Rosemary and I reached the campground on Friday evening to see who was there and what the arrangements were for setting up the Penton Display, I noticed John Penton standing around with a group of people watching someone entertaining everyone with their bike. I parked my van and walked over to see what was going on.

Right in the middle of things was Dave Mungenast showing off his Rokon motorcycle that he had just pulled out of his trailer. There were all kind of strange things taped to his bike with notes attached. These were put on Dave's bike by his mechanic at his motorcycle shop, who apparently had some free time after prepping the bike for the weekend event. It caught Dave by surprise, but he took it in stride as he showed off and read each note and graciously accepted the side remarks and ribbing everyone was sharing with him. It was a fun way to break the ice and bring everyone together.

Dick Mann was there taking in the show. He is looking good but is taking it easy and just happy to be alive and able to attend the event. He told me that he will not be doing any riding for a long while because of the surgery that he went through. Although Dick looks unnatural not being on a motorcycle, I was happy to see him still alive and walking around the event.

Ed Youngblood drove down to the event with John Penton in John's pick up truck. They hauled a couple of e-z ups, screening, and framed photos for the display. They had already picked a spot for the display and had the e-z ups set up and staked down.

On Saturday morning the Penton display was set up and readied for John to sign books and autographs.

Skip Miller, the lone ranger from Texas showed up during the middle of the night and was busy getting his Penton 250 ready to ride. Skip was the only Penton rider from Texas to ride the event.

Ted and Connie DelSolar, from Illinois, showed up that morning and Ted readied his Penton 250. While Ted was riding, Connie spent her time helping Rosemary and I run the display.

John Borer of Ohio drove in on Friday with his wife and daughter to ride in his 3rd reunion. John had problems with his bike on Saturday's ride and borrowed Ted's spare 250 to ride the special test and Sunday's run.

Dave Mungenast stopped by the display and left several large scrapbooks of photos from his collection for us to look through. I was surprised to find out that besides riding in 10 I.S.D.T. events, he also spent some time in Hollywood and was in a couple of movies. The next time you see the Burt Reynolds movie "Hooper" check out the motorcycle policeman that pulls Burt over. Yes, it's our fellow POG member Dave.

I was very happy to see Leroy Winter's girlfriend, Betty Jo Collins from Texas show up at the display. The last time I had seen this wonderful person was at the

1998 I.S.D.T. reunion when Leroy was still alive. We got a chance to talk a little bit and she informed me that she had met Leroy two years before his death. During those two years Leroy and her traveled to many parts of the world.

An old time friend and enduro competitor, Tommy McDermott, showed up to visit John and the two of them spent some time catching up with the latest news and reliving their racing days.

There was a change made in this year's event. The event was sponsored by the Arkansas Razorbacks Riders Club. A key member of the club, Darrell Judy, passed away a week before the event and he was the person that was laying out the trails for the event. Since only a portion of the trails were marked out, and most of the course was on Federal Forest Land, the event was changed from an Enduro type of ride to just a trail ride. This helped to salvage the event and get around the red tape required by the Forest Service. The ride for both days was about 2 hours long and there was a special test held on both days near the campground after all of the riders came back. Although the trails were fairly easy, they provided some challenges to keep you on your toes.

Kevin LaVoie came all the way from Rhode Island to participate in the event. Kevin rode in 8 I.S.D.T. events from 1975 thru 1982. At the reunion he was riding a 1980 KTM 390.

On Saturday evening, the annual banquet was held at the campground. Ed Youngblood was the master of ceremony for the

special recognitions made after the dinner was served. Leroy Winter's children were introduced and recognized for their contribution in putting the reunion together. A special award was presented to John Penton by the Winter's children which caught John off guard, all choked up, and short on words.

Sunday was an interesting day full of surprises. As John Penton was backing up his truck into a tight spot, he bumped into the fender of Skip Miller's trailer and knocked it off. Skip was all excited as he picked up the fender and took it over to John and had him autograph it. This is a true story that you guys down in Texas have been hearing about and Skip has his trophy to prove it.

Better late than never, Ted and Rosemary Landers arrived from Missouri. Ted was not taking any chances at this event and brought a spare Penton motorcycle to ride if he couldn't get his Steel tanker 125 to run.

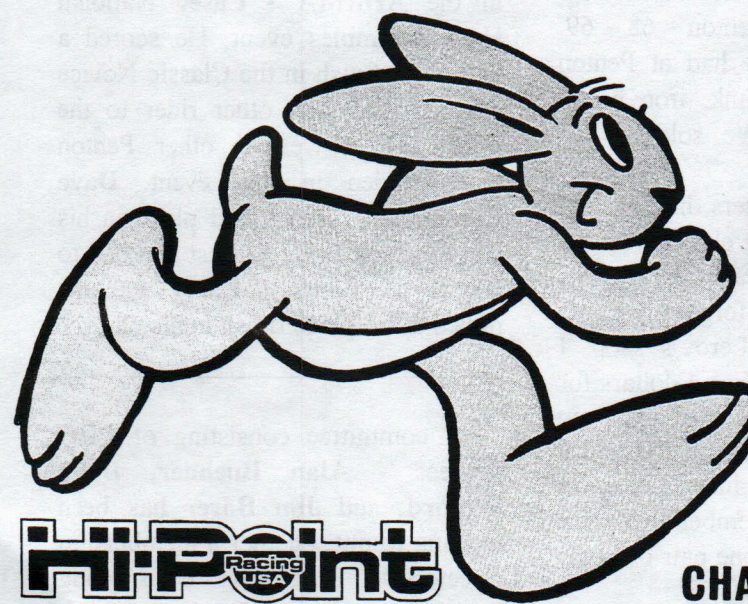
I had the pleasure of meeting Becky Gaines from Missouri, who

is the curator of Dave Mungenast's museum in St. Louis and one of our newest members. Becky grew up with motorcycles and has spent all of her adult life living and breathing with them. She was at this event to see how it was set up and run so that she will know what to do with next years event. Next year the event will be held in Missouri just to the south of St. Louis and she is the person that will be heading it up.

Becky invited Rosemary and I to stop by and see the museum. We took her up on her offer and saw it on Monday morning on our way back home to Cleveland. This museum is a little bit different from other motorcycle museums in that it is much smaller, new in that it needs a lot of work and sprucing up, and what Ed Youngblood describes as the only museum he knows of that has price tags on the items on display. There are a lot of posters and photos displayed on the walls. On one area is a special tribute to Leroy Winters with photos and newspaper articles about him.

One of things that I started this year was a record book for the POG members to sign at the events that we set up at. This will give us information in the far future and also helps us today know and recognize who showed up at the different events. The first event that we have logged in this book is the April 2000 AMA Vintage Days at Sears Point, California. The last event so far, is the I.S.D.T. reunion. In going over the list of names recorded, the following POG members also showed up at the event: Larry Perkins of Missouri, Kevin Grimes of Tennessee, Daniel Entee of Missouri, Andre Ming of Oklahoma, Chris King of Texas, and Ray Mungenast (son of Dave Mungenast) of Missouri.

With next year's event being held in Missouri, it will be a little bit closer for more of our members to attend and there should be a bigger showing of I.S.D.T. riders to meet.



HARE SCRAMBLERS

DO IT FOR HOURS!

1984 AMA/HI-POINT NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

Latest News

One of our members John R. Horne of Texas passed away in September of 1999. J. R. goes way back with his tie-in to John Penton in that he was the manager of the Penton Central warehouse in Texas from 1972 thru 1977. The following letter was sent to us for more background:

Let me see, I have been on a motorcycle since the age of three. I am 28 years old now, and I still ride at least once a week. My granddad, J.R. Horne, was the person most responsible for my involvement with the motorcycling world.

Some of you may have known by Granddad. He owned Penton Central in Amarillo, Texas. He was the exact definition of a motorcycle person. All of you know the person I am talking about. He did everything from win the Jack Pine Enduro on a Cushman scooter to ride in a club poker run at the age of 73.

My Granddad wasn't just a motorcycle person. He was the husband to the love of his life, Jackie Mills Horne, for 58 years. He was the father of his wonderful daughter, Carole Horne McDaniel, whom he loved so very much. He had two beloved Grandsons, Wade and Casey McDaniel, and Dr. Jana Mills with whom he held a special place in his heart. He was an extremely hard worker and at times, extremely hard to work for. He was a fighting Sea Bee in the U.S. Navy, a supporter of the Republican Party, and a die-hard Dallas Cowboy fan.

In April of 1999 my 79 year old Granddad jumped right on my Yamaha YZ400F, twisted the throttle, and he took off. I sat there in amazement. If I do half the things he did in his life, and still manage to shift gears like that, I will truly be blessed. If I am left with a fraction of the friends he has, then I really did something.

Five months later, he passed away on a sunny Saturday morning. I was at a local motocross track when my wife called with the news. I was devastated. Then I thanked God, because I had realized that when I had talked with him on the phone the night before, the last thing I said to him was "I Love You".

I rest assured knowing if there is a Penton in heaven, he is on it. If there is a garage in heaven he is in it. If they asked him to mark the trail for the Good Heaven Enduro, he is doing it. The Lord got himself one heck of a good person. All of you know the person I am taking about.

Wade McDaniel, Texas

Al Born of Ohio sent a couple of letters that J.R. mailed him in May and June of 1999. The following are some excerpts from them:

Leroy Winters (riding a Harley 125 or 165 Model SA), J.R. Horne (riding a Cushman), and Walt Fulton (riding a Mustang) won the 1953 team award at Lansing, Michigan. 60 days later, Leroy Winters (on a Harley), Dan Richards (on a Harley), and J.R. Horne (on a Cushman) won the Team award at the Pirates Treasure Run in Shreveport, LA. You can't loose if you have partners like Winters, Fulton, and Richards.

You rode the Berkshires about the time I started with Penton - 68 - 69. The first Pentons we had at Penton Central were steel tank, iron barrel 125's and 100's. We sold all we could get.

About Leroy Winters, his sense of humor was something else. I went off to Ft. Smith in the early 70's to the Razorback Enduro. I forgot my riding boots, left them in Leroy's shop. I wrote him, sent him 3 or 4 dollars for postage and asked him to mail my boots to me. When they arrived in a few days the package had \$3 or \$4 in postage (I don't remember the exact amount). There was one pair of boots and the balance in ROCKS!

Two of our POG members are keeping the Penton name alive in the modern racing world. Gary Roach of Ohio rode a 1974 Penton 400 and Kevin Brown of Ohio rode a 1974 Penton 250 in the John Penton GNCC Race held in Millfield, Ohio on September 10. Gary finished 4th in the sportsman class. Kevin, who was doing extremely well, had to drop out after he tweaked his ankle but still managed to finish 5th. Both bikes are owned by POG member **Kent Knudson** of Ohio who is not into racing himself but has loaned his bikes out for Gary and Kevin to have fun terrorizing the modern bikes at the local tracks running the 500 expert, 250 expert, over 30 expert, and over 40 expert classes.

Another of our POG members, **Ted Lambert** of Missouri has been terrorizing the modern local tracks in his neighborhood riding his 1971 Penton 125. Well, in honesty, he hasn't been exactly scaring the competition riding the 125 class, but he is having a lot of fun and is getting a lot of attention showing everyone what one of the old bikes look like and that they still run.

On October 22, Ted rode his bike in the AHRMA - Casey National Hare Scrambles event. He scored a 2nd place finish in the Classic Novice class beating one other rider to the finish. There were 5 other Penton bikes ridden in that event. **Dave Lindeman** scored a 3rd place in his class (he somehow got lost and had to restart the course). **Larry Perkins** pulled a 3rd place finish in his class.

A committee consisting of POG trustees - **Alan Buehner**, **Doug Wilford**, and **Jim Borer** has been meeting to put together a membership directory. They have been going through the renewal forms to check

that members who requested not to be listed are taken off the list and that phone numbers and E-Mails are omitted for members who checked off that this info not be listed under their names. It is our hope to have this directory ready for the next newsletter, but unless we have your OK, your name will not be listed. This includes all of our new members who have joined within the past year.

We are hoping that this directory will enable you to contact fellow members in your area to arrange "Penton" pit groups at the races, help each other out in preparing your bikes and form new friendships.

As of October 20th The Penton Owners Group is up to 270 members.

For you POG members that do not belong to the AMA. . . you missed a wonderful full page ad that KTM ran

on page 4 of the December 2000 issue of American Motorcyclist magazine. It has a large black and white photo of John Penton riding a Six-Day 125 during an I.S.D.T. event that fills up 75% of the ad. There are also three smaller photos: a 2001 KTM 125; a group shot of Penton I.S.D.T. riders in 1972; John Penton standing behind "Penton No. 1"; and John Penton today. The ad is simply titled - **ROOTS.**

I give this ad a 2 thumbs up for KTM! As of this time, I have not been able to talk to Jack Penton to see if it is being run in any other publications.

Upcoming Events - Year 2001

March - 2nd Annual Ride with Paul Danik
July - AMA Vintage Days at Mid-OH
Sept. - ISDT Reunion - Missouri

Corrections to last newsletter

Front Cover - First person on left in photo is Frank Gallo, not Kevin LaVoie.

Page 8 - top photo - person on far right is Paul Leimbach, son of Dane Leimbach.

Page 11 - bottom left photo is of Bob Brooks, not Elmer Towne.

Page 11 - bottom right photo is Paul Leimbach, the son of Dane Leimbach

Page 13 - bottom right hand photo is of Bob Brooks, not Elmer Towne.

Page 18 - In the last paragraph of "Latest News" Bob Grazinski rode on the Puch team with Carl Crank and Dick Burleson.



Photo of J.R. Horne riding a customised 1977 Penton 250 GS6. He is shown here at a gas stop somewhere in the middle of a muddy enduro and obviously having a good time.

photo submitted by Wade McDaniel, Texas
page 15

Mail box and Web Page

October, 2000
Dear POG

I have noticed you sometimes include biographies of your members in the newsletter.

I am 46, self employed as a machinist/ fabricator. I raced motocross from 1971-1985, with a pro license from 1976 to 1984. Out of motorcycles for 13 years while I raced bicycles. Bought the exact same 175 Jackpiner in 1998 that I owned and raced in 1973. I have been vintage racing motocross with AHRMA ever since. Presently, I own a 1974 125-6/B, 1973 175, and a 1974 250.

I've learned - The KTM motors have two neutral detents, one between first and second, as well as second and third! Also, I spot weld the two piece shifter arm together on the Sachs motor after adjusting for reliable shifting.

Thanks for your efforts.
J.P. Morgen, California

October 10, 2000

Greetings POG members from Colorado.

Enclosed are some photos (see front cover of this newsletter) from the AHRMA event at Two Rivers Racing in Milliken, Colorado. The Penton Group was well represented and made a good

impression with spirited bench racing in the pits as well as friendly competition on the track. Pictured from L to R are #71W (Big Red) Bob Goracr (our Rocky Mountain Treasurer), #41 Dave Fetsch (a newbi, getting happier now that the Penton is sorting out), #11P Tom Roach (kinda like a Deju Vu, peeps re-appearing at random), #11 Pat Holmes (amiable English sorta-dude, never did understand their lingo but sounds cool!!), Me (yours truly, notice the custom T-shirt!!), and #415 venerable +50 Hubert Betzen (man can this guy ride!!). Not pictured are David Lindeman #45L.

Overall scores were:

- D. Lindeman: +30 exp. - 2nd
+40 exp. - 2nd
Sport. 250 - 1st
- H. Betzen: +50 exp. - 5th
Sport. 250 - 3rd
- B. Gorner: Sport. Int. - 9th
+40 Int. - 6th
- P. Holmes: Classic 125- 3rd
- T. Roach: Clasc. 125 Int.- 2nd
+50 Int. - 8th
- T. Brosius: Clasc. 125 N - 5th
(Carb fell off in 3rd lap, 2nd moto)

Very hot and miserable for all riders. The Leahy MX from is something to come to next year, very friendly, excellent track!!!

Missing are photos from this years season finale held Oct. 9th at Berthoud Raceway in Longemont, Colorado. Great day of racing on a way bitchin track!!! David

Lindeman in true form 1st overall expert and more Pentons showing up too!

More from Colorado coming in 2001 (sorry gotta run, working on #12)

Tom Brosius

The Penton web site has a new look. The bulletin board has been divided up to allow items for sale to be posted separate from questions and discussions. The new page also allows the Web site committee to answer any questions and comments quickly and easily.



NOTICE TO ALL MEMBERS

The book, **JOHN PENTON and the Off-Road Motorcycle Revolution**, is no longer being sold through the mail by the Penton Owners Group. It will only be sold by POG at special events throughout the year that John Penton will be attending for book signings. If you are looking for extra copies for Christmas presents or you are just hearing about it, the book can be purchased from the AMA Museum and is also listed for sale on their Web site.

Meeting minutes have been removed from this document.





S. R. Hoode

TRPHY TEAM