

Winter 2001
Issue No. 13

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



Some of the Pentons on the starting line for one of the MotoCross special tests on Sunday at the ISDT Reunion in Missouri.
Photo provided by Kent Knudson of Ohio.

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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.

The editor for this newsletter is Alan Buehner

PRESIDENT'S CORNER

By Alan Buehner

As this is being written at Thanksgiving time, I have been thinking of all of the events I was at this past year. I am truly thankful for having taken the time to attend these events.

At the AMA Hall of Fame Induction Ceremony there were many members of our club who were in attendance and with the induction of Larry Maiers, this year, the Hall of Famers in our club now number eight.

It is a thrill to see and meet the "famous" people being inducted, but there were also some "not so famous" people on the stage. One person inducted this year (I can't even remember his name) is a motorcycle mechanic who was instrumental in the early sixties of getting Steve McQueen involved with riding motorcycles! Can you imagine what things would be like if Steve never rode a bike? And there were other stories to be heard, but you had to be there.

At the ISDT Reunion there must have been 40 or more ISDT and ISDE

riders present. There were some famous ones and not so famous ones, who were there to greet and sign autographs. I am thankful for being able to take a couple of days off from work for the third time to attend that event. It is wonderful to see how much it has grown since the first one I attended.

At the AMA Vintage Days event at Mid-Ohio I am grateful to have seen our "Penton" heroes, but also you, our Penton members who were there. Every year I am getting a little better at putting the names with the faces.

Motorcycles have been a part of my life for over 30 years now. It has had a positive impact on my life and although I haven't done any off-road riding in the past couple of years, just being at the different events keeps the experience going and more exciting.

For some of us, time is running out to keep the experience going. Try to take some time out to attend these events, especially if they are right in your back yard. Make it a point to meet someone new at each event, for as John Penton said, "It's the people that count". Meeting and getting to know people is what life is all about.

4th ANNUAL AMA HALL OF FAME INDUCTION CEREMONY

by Al Born

Attending the banquet on Friday, September 7th, and the AMA Hall of Fame induction ceremony on Saturday, September 8th was certainly a very pleasant and touching experience that I am sure will be remembered for the rest of my life. Even the drive from work at Ford in Brookpark was a pleasant one, except for the 5:00 p.m. traffic jam on I-270 East, which took about forty minutes to travel about five miles. Nevertheless, I arrived at the museum around 5:45 p.m. and there were several people there already. Until around 7:00 p.m., you could see several groups of three or more people gathered together throughout the museum "talking over old times".

The food was served buffet style right at the bottom of the stairs at approximately 7 p.m. The down stairs meeting room was soon filled with people with trays of good food. There were "Flat Track" videos on a large screen to be enjoyed as people ate their meals and visited. The outdoor patio also was soon filled with the inductees and visitors. After the meal, there was a lot of socializing as well as a lot of photographing and autographing. I left

the museum around 9:15 p.m. and by then, the crowd had dwindled to just a few. There are three or four motels nearby (within a half mile) and as I was checking in, I met up with Mark Barnett and his wife. We had a short visit before going to our rooms.

I arrived back at the museum around 8 a.m. on Saturday morning expecting to see Alan Buehner there waiting for me to help set up our "PENTON" display. He finally made it around nine o'clock, so in the meantime, I helped a couple vendors unload their vans loaded with books, magazines, t-shirts and caps. I also helped a couple of the AMA workers set up their booth for selling raffle tickets on their antique motorcycle. Alan and I then set up our Easy-up and unloaded his van, but a shower came so we temporarily moved into one of the open vendor garage areas. The sun soon come back with it's humidity and we moved everything back outside. Our display consisted of several pictures, medals, etc. as well as my #3 Penton Motorcycle. There was not a real large crowd there, but I believe a large percentage of them visited our display at some time during the day. Many of them showed a lot of concern about the display and several took pictures of the #3 Penton motorcycle.

Around 11 a.m. the AMA set up a long table with chairs right where the buffet table had been the night before and several of the "Hall of Fame" members sat and autographed programs that were furnished by the AMA. On occasion there were several people standing in line for autographs. A few of the inductees had brought albums or scrap books for people to see. These were displayed on the other side of the stairs.

At approximately 1:40 P.M., everyone started gathering at the huge tent that was set up, down on the level area of the grounds, for the actual "Induction Ceremony". My estimate is that there may have been approximately 250 people there. Each one who was being inducted was called

upon the stage to receive their medal and was given a brief time to respond. Some of the inductees who could not attend sent someone to represent them, and there were some present that had been unable to attend the ceremony when they were to be inducted from the previous years. One of them was Mr. Edison Dye. Mr. Dye has suffered a light stroke and he was pushed onto the stage in a wheel chair by Tome White of White Bros. Performance Products, who also spoke for Mr. Dye. This was a very touching scene as Mr. Dye sat the whole time, that Tom spoke, with his arms outstretched and with tears on his cheeks. It was very evident that Mr. Dye felt very much honored for becoming an inductee of the Motorcycle Hall of Fame.

For me, it was a very fun time being able to see, hear and talk to some of the racing greats of long ago, as well as some of the more recent ones also. The Moto-Cross world was represented by Mark Barnett, Mike Bell and Gunnar Lindstrom. Babe DeMay and Ralph White were there from the "Flat Track" group. Road racing was represented by Dick Klamforth and Steve Wise who gave a very interesting response. Enduro and Off Road Riding was well represented by Bill Baird, Dave Mungenast, John and Jack Penton. Near the end of the ceremony, John Penton went on stage and appealed for sponsorship for the future Induction Ceremonies. At the conclusion of the ceremony, Alan Buehner, President of the "Penton Owners Group" presented Mark Mederski a \$500 check to used to operate the beautiful Hall of Fame Museum.

In my opinion, Mr. Mederski, Mr. Ende, Mr. Youngblood and everyone else involved did a superb job of organizing this 4th annual banquet and ceremony. The only thing that could make it any better is that every living inductee would have been able to attend. My only regrets when I left that afternoon was that I had missed the three previous Induction Ceremonies.

The 5th Annual ISDT Reunion

by Alan Buehner

Malcolm Smith, Dick Mann, Carl Crank, Billy Uhl, Doug Wilford, Dick Burleson, Dave Mungenast, John Penton, Jack Penton, Jeff Smith, Ed Schmidt, and Larry Maier. This is only 12 of the many reasons for being at this year's ISDT Reunion in Missouri on the 27th and 28th of October.

Friday was the official check-in day when the bikes were to be brought in, inspected, and placed in the roped off "impound area". The event was held in the St. Joe State Park about 30 minutes drive south of St. Louis.

Fortunately for me, I was unable to make it to the event late Friday afternoon as I had planned. I did not make it down to the area on Friday until after dark. Feeling bad for not making it to the event as planned, I opted to head directly to my motel. This had everyone wondering what happened to me.

On Saturday morning it was sunny but cold (about 34 degrees) when I arrived at the event. Everyone was glad to see me show up and talked about how I had missed "Desert Storm" on Friday. It was very windy on Friday and since the event was staged in the middle of large open area consisting of fine sand and rocks (it used to be an underground mining area for about 100 years) the wind was blowing the sand all over the place.

THE SATURDAY RIDE

A riders meeting was held at about 8:30 to inform everyone about the route to be ridden for the day. At about 9 am, the first 3 riders out of approximately 150 entries were allowed to push their bikes up to the starting line. All of the spectators were gathered on both sides of the starting line as the official gave the

signal for the three riders to start their bikes and ride off.

The event was being held under some of the regulations at the old ISDT events. Bikes placed in the impound cannot be touched until 10 minutes before the rider's start time. During this time, the rider is allowed to check out and make any adjustments to his bike. Bikes are not to be started until their time comes to be on the starting line.

Almost all of the first 20 riders to start were the ISDT veterans who almost all chose to ride modern bikes. Surprisingly almost all of the bikes started within their first minute of given the go-ahead, considering the weather being so cold.

Of all people to have trouble getting started, Malcolm Smith was the first. His modern KTM just would not fire up. According to the unwritten ISDT Reunion rules, "Any rider that has ridden in any previous ISDT Reunion events is allowed to have assistance in push starting the bike or any other help necessary to get it underway". Malcolm, I am sure was embarrassed trying to get his bike going. They tried push starting Malcolm's bike all over the place (did you ever try to push start a bike on sand?) for about fifteen minutes before it finally started.

One of the joys of being a spectator at one of these events is trying to identify who the riders are as they wait with their bikes, and razz them. Dave Mungenast was one of the lucky ones. There were bets going on by the spectators as to how many pulls it would take Dave to start his Rokon before his arm gave out. All bets were off when it started on the second pull. This year Dave was confident of an overall win in his class (*The over 50, balding, riding a Rokon, new car dealer, and performed in at least 2 major motion films class*). All he had to do would be to start and finish each day.

Penton and KTM bikes were well represented during the event. Some

interesting brands of bikes being ridden included: BMW, BSA, and Triumph which all started up on the line.

Paul Danik showed up with a questionable Penton Berkshire 100 that seemed to have no problems keeping up with the 125's.

Saturday's run was a 40 mile course that was run twice, one in the morning and the second loop in the afternoon after a break at noon time. It was made "easy" with an 11 mph average rather than the usual 24 mph average.

The difficulty of the course became evident just before noon time as the first riders checked in. There were flat tires, broken shift levers, and misc. bent parts to be repaired before the start of the second loop.

Doug Wilford came in early. The course was just too rough for him. He said "it was not fun". So he parked his Six Day bike for the weekend and did some spectating.

Carl Cranke was riding a borrowed SWM in the morning and a borrowed Yamaha in the afternoon (You can do that at the ISDT Reunion ride, but only if you are a 10 time ISDT veteran and have some really good friends). The SWM's crankcase got busted open by a rock, and it was left somewhere along the trail.

After some lunch, the riders lined up for their afternoon start times for the second loop.

Mark Annon (MO) finished the day on the only steel tank Penton being ridden. It was obvious just from looking at him that he ran into some trouble. His bike took a spill in a mud hole and he was half covered with mud from his boot to his shoulder.

Larry Perkins (MO) finished the day on his Penton 250 but had to do some repairs after his chain came off and broke his chain roller.

The last of the riders were back before 4 p.m. and the bikes were laid to rest in the impound area.

THE BANQUET

L to R: Ted Landers (MO) and Ted del Solar (IL).

Ted Landers rode the event on his Penton Jack Piner.

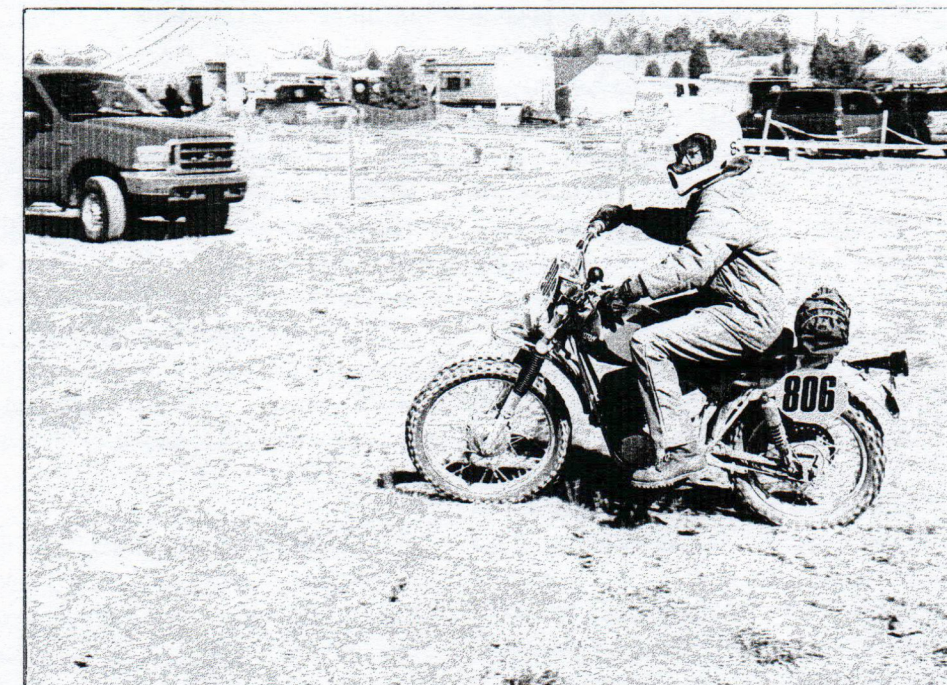
Ted del Solar rode the event on his Penton 250 GS-6. He has a unique way of starting his bike. He puts a wooden box on the ground next to his bike to stand on, to get him high enough to kick start his bike and get his leg over the seat after he get it going.

photo by Scott Brogan (OH)



Mark Annon (MO) riding his 1969 Steel Tank Penton 125 from the finish line of the Saturday morning loop. I can't beleive that he rode the bike with alloy fenders and one of those impossible to find original tail lights.

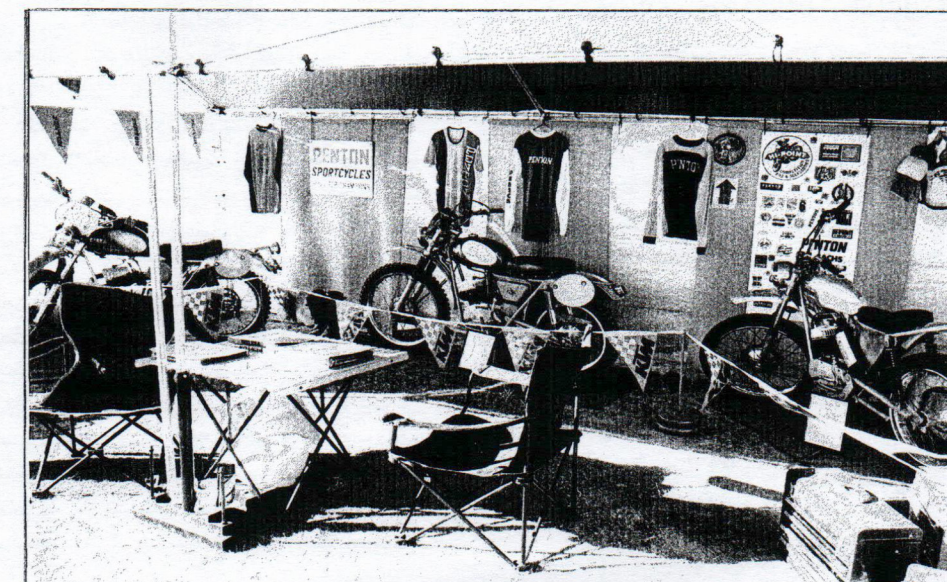
photo by Scott Brogan (OH)



This a photo of Dave Sander's (IL) award winning Penton display that he set up in the pit area next to his "war wagon". Some of the bikes he had on display that are shown, L to R: 1969 Penton Berskire 100, 1968 Penton Six Days, and a Petnon/ Wassell trail bike.

Hanging on the wall are 4 rare Penton jerseys and a collection of Penton and Hi-Point decals.

photo by Scott Brogan (OH)



The traditional Saturday banquet was held at Rosener's restaurant in their meeting room. The room was wall to wall people with standing room only. As the 300+ crowd waited for the food to be set up, photos and autographs were obtained from all of the many "who's who" that were in attendance. Although the food was very good, I do not go these events to just eat. The main reason for going is to see our hero's from the past and hear their stories.

Larry Maiers was the announcer for the after dinner entertainment. He did an excellent job of running this affair. A quick fund raising auction was held on an autographed riders bib, special awards were handed out, and a few of the ISDT riders were called up to tell a story or two.

Doug Wilford was awarded the Bud Ekins plaque for the year. It is passed down each year to a well know ISDT rider and this was the 5th year in a row that it was presented.

A special trophy was presented to the 1973 ISDT Silver Vase Team members of Ed Schmidt, Ron Bohn, Malcolm Smith, and Dick Burleson. All were present and posed for a group photo. This was the only US team to win one of the prizes of ISDT/ISDE competition. In 1973 they brought home the Silver Vase.

Carl Cranke was called up and he told a story about an experience at the ISDT ride in 1975 at the Isle of Man in England. The hotel for the US riders was only a couple of blocks behind the bike impound area. Carl had bent the forks on his bike, and before turning his bike in, made arrangements to replace the bent forks. There was an alley next to the hotel with a loading dock. Carl rode the bike to the loading dock. While the bike was being repaired, Doug Wilford noticed that there was an ISDT Course Marshal standing in front of the hotel by the entrance to the alley. He alerted the repair crew about the Marshal. When the repairs were finished, the bike was picked up

onto the loading dock and Carl started it up. Someone held the hotel door open at the loading dock as Carl rode the bike into the hotel, up some stairs, across the balcony, down the front stairs and out the front door. By the time the Course Marshal could see what was going on, Carl was off down the street and around a corner.

For those of you who think that this is cheating, you are wrong. According to the unwritten ISDT rules, *"Riders are allowed to receive outside assistance and replace parts as long as you do not get caught"*. These rules were followed religiously by all of the ISDT teams.

Another story was told by Jeff Smith who rode the ISDT in Italy in 1968. He was living in England at the time. To get to the event, he rode his British bike to the coast and took it on a ferry boat to Italy. After riding the event, he took a ferry boat back to England and rode his bike back home.

The entertainment wrapped up at around 9:30 p.m. I wished that it could have kept going all night long, but there was more riding to be done the next day.

THE SUNDAY RIDE

A riders meeting was held before the start of Sunday's ride. It was to be one 40 mile loop and a motocross race for each class in the afternoon. Riders were given warnings about some of the hazards to look out for along the trail. They were all warned, if they didn't find out the day before, to stay out of the leaf piles because of the large rocks hiding under them. They were also warned to stay out of water holes, especially anyone riding a Rokon!

The riders were again started out in groups of three on their designated times. At around noon time they started arriving back at the start. Dave Mungenast was one of the last of the riders to return. Apparently he was not paying attention to what was said at the riders meeting. He rode his

Rokon into a water hole and wound up taking a spill.

THE MOTO CROSS RACE

The Moto Cross races were started around 1 p.m. on a special course that was laid out just below the entrance road to the event. Most of the spectators were standing along the top of the road which gave a good view of about half of the track.

The race that gathered the most attention was the one with Jack Penton and Dick Burleson on their modern bikes. Jack grabbed a tremendous lead at the start with his quick left turn holeshot. However, Dick Burleson was able to reel him in by the second lap and take the overall win. Now there was some controversy over Jack's start. Some of the spectators said that he cheated by cutting the course, but Jack initiated one of the ISDT Reunion's unwritten rules that states *"Any veteran ISDT Reunion rider that has more than 6 Gold ISDT medals, and is riding against Dick Burleson, may cut the course on the start as long as he notifies the officials before the start of the race"*. Jack did in fact notify the officials before the start, so it was a legal maneuver.

I was unable to stay and watch all of the races. I packed up my things and headed for home at around 2:30 p.m. Before leaving I made the rounds to say good bye to whoever was at the pit area. Jim Borer (OH) was sitting in a chair nursing a swollen leg with a bag of ice. He found out the next day that it was broken below the knee and underwent surgery to "screw" it all back together.

After the Moto Cross races, the scores were all tallied up and the awards were handed out.

Next years event will again be held in Missouri. Now is a good time to mark your calendar and plan on being at next year's event.

Carl Cranke (WA) waiting for his turn at the start line with the SWM on Saturday. He claims that the volunteers who were sweeping the course, pulled out some shovels and laid the poor thing to rest after they found it along the trail. Carl flew out to the event with his good friend and POG member Fred Cameron (CA). They left the event to catch a plane after their morning ride before the start of the MX races.

photo by Scott Brogan (OH)



Brett Watson (PA) riding his Penton 250 GS-6.

Brett was teamed up with Paul Danik (PA) and Chad Danik (PA). Their team, "The Men from Mars" took 1st place in the team standings.

photo by Scott Brogan (OH)



A reunion at the Reunion. L to R: Mike McGowan (ID), Jack Penton (OH), Lars Larson, and Billy Uhl (ID).

Mike was responsible for bringing Billy out of the woods to the Reunion and is famous for providing support for the US riders at several of the ISDT events.

Billy is a private contractor for the State of Idaho. He is living the trail rider's dream - building recreational trails in the state forests. This was the first time in over 20 years since many of the ISDT riders have seen him.

photo by Scott Brogan (OH)



LATEST NEWS

For two nights only, on August 29th & 30th, the movie "Take It To The Limit" was shown in downtown Amherst, Ohio at the Amherst Cinema.

The event was sponsored by Dale Barris, of Penton Honda who not only provided a soft drink and a bag of popcorn to everyone who bought a ticket to see it, but he also had the producer of the movie, Peter Starr, on hand for everyone to meet and give an introductory talk before the start of the film.

"Take it to the limit" looks at the pinnacle of Extreme sports, at a time before the term "Extreme Sports" had been invented. This film set the standard for motorcycle films with some of the most exciting footage ever shot of some of the world's greatest riders: **Kenney Roberts** winning the 1975 Indy Mile on his TZ700 powered dirt tracker; **Russ Collins** riding the 1/4 mile on his 600 horsepower twin engined "Sorcerer"; **Mike Bast** winning his second National Speedway Championship in a fast battle with **Bruce Penhall**; **Steve Baker** winning America's first ever road racing World Championship against **Agostini**, **Read**, **Grant** and two time world champion, **Barry Sheene**; and a ride with 14 time Isle of Mann TT winner **Mike "The Bike" Hailwood** as he gives viewers a look at the 37 mile Isle of Man circuit at up to 190 mph.

Other riders shown in the film include: **Scott Autrey**, **Mick Andrews**, **Roger De Coster**, and **Marty Smith**.

This film was released in 1980 after 5 years in the making. It was page 8

run at the theaters for a very short time before being pulled by the movie distributors. A legal battle was initiated by Peter Starr to determine who the legal owner of the film was. This kept the movie out of circulation for over 15 years. Fortunately, Peter came out the winner, which is why the film was being shown. Amherst was one of three cities in the US that the movie was being shown by Peter to try and convince a major company such as Honda to sponsor the showing of the film as part of a promotion throughout the US.

It is a great film to watch. A lot of history was recorded. If you get a chance to see it, plan on seeing it twice.

The November 2001 issue of "Walneck's Classic Cycle Trader" contains an article written by Greg Bastek titled "Vintage Days East 2001". In the first part of the article was the following: "The Indian display was good, but anyone who witnessed what the Penton Owners Group did last year knows that the Penton guys put the bar at a level that may not ever be eclipsed."

Greg was the editor of the now defunct "Old Bike Journal" magazine and a former Penton owner.

Kent Knudson (Ohio) has informed me that this was a very good year for his bikes and the riders that he has sponsored. Both riders are in strong contention for 1st place in the AHRMA national championship standings. **Kevin Brown** (Ohio) has been riding his 1974 Penton

250 in the Sportsman 250 Expert and Plus 40 Expert classes. **Gary Roach** (Ohio) has been riding his 1974 Penton 400 in the Sportsman 500 Expert and Open Age Expert Classes.

Speaking of **Gary Roach**, he is well known for his restorations. One in particular is a 1977 Sachs 250 MX that was featured in one of this year's issue of VMX magazine. The bike is currently owned by James Giddings (Ohio). It was on display at the ISDT reunion and almost immediately caught Doug Wilford's attention. I was admiring the unique look that the motor on the bike has with it's rough casting. I learned that this was Frank Stacies factory bike and that it was one of three that were ever built. Jim saw it collecting dust in a warehouse and bought it.

Looking through the results section of the November issue of "Vintage Views" shows that **Bruce McDougal** (Cal.) won 1st place in the Classic 125 expert class on his Penton at Glen Helen Raceway in San Bernardino, Cal. on September 23rd. Way to go Bruce!

Mark your calendars for Saturday and Sunday, February 2nd and 3rd.

The POG monthly meeting will be held on Saturday at the AMA Museum in Pickerington, Ohio at 11:00 am. The purpose of this is to give more people a chance to attend one of our meetings, give everyone a chance to do something in the middle of

the winter, and give everyone an opportunity to check out the AMA's first class facilities and wonderful display of motorcycles in the museum. There is an admittance charge of \$3 per person (AMA members get a discount if they show their AMA card). We'll try and start the meeting around 11:30 a.m. After the meeting, if Mark Mederski, the director of the museum, shows up, we'll have a guided tour of the museum and everyone is free to take a look at things at their own leisure.

Sunday February 3rd is the date for one of Will Stoner's swapmeets at the Richland County fairgrounds in Mansfield, Ohio.

Admission is \$6 (\$5 for AMA and AHRMA members). The doors open to the public at 8 a.m. and there is always a good variety of street and dirt bike items to look through. **Chris Carr**, the Grand National Dirt Track Champion will be the guest of honor at the event.

There will be a bike show at this meet. The cost is \$15 per bike and includes 1 admission.

Will Stoner generally makes arrangements with the Days Inn motel for special room rates. It is located on Trimble Road just south of U.S. Rt. 30 (less than 1 easy mile from the fairgrounds).

If you are planning on attending both events and need a room for the night, give Alan Buehner a call (216-651-6559) 2-4 weeks before the event for information or check out the POG bulletin board.

The AMA Museum is located at:
13515 Yarmouth Drive
Pickerington, Ohio
(just east of Columbus, Oh off of I-70, the 2nd exit east of I-270)

The POG will have display at the **Will Stoner** Swap meet in February. A 10x10 E-Z up will be set up to display photos, banners, and a bike or two. Volunteers will be on hand to sign up new members or membership renewals. Will is one of our club members and is an enthusiast first, a business man second. He is donating this space to the club at no charge. So, be sure to thank him for his support the next time you see him.

Ed Youngblood has been very busy for the last half of this year doing research for his latest book about **Dick Mann**. Anyone that knows just a little bit about this great all-around rider knows that it is long overdue for someone to write his story. Ed is turning out to be the right person at the right time. He did an excellent job researching and writing his book on John Penton and his book on Dick should equal or exceed it. The book should be finished and available for sale the end of next year. We will let everyone know about it in one of our upcoming newsletters.

Dave Sanders's (Illinois) video of his bike collection was shown at our Sept. 6th meeting. Since then, **Tom Herman** of

Kansas sent us a video of his Penton collection which was shown at our November 8th meeting. He has a whole bunch of Penton motorcycles and has them in his garage, the basement, and even the attic. He says that he has to disassemble the bikes to get them up to the attic, then re-assemble them. He did a nice job filming the bikes and explaining some the special features of each one.

Anyone interested in sharing their Penton collection with the club on video tape is welcome to do so. We'll show it at one of our meetings and keep it in the POG archives. The following are some tips to make it look professional and interesting:

- * Don't do it alone - have someone else do the camera work.
- * Write a short script on each subject matter before it is filmed so that you will know what to say.
- * Try to include yourself in the film to point things out as you are talking.
- * Talk loudly and clearly to the camera.
- * When filming, indoors or outdoors, keep the light source to the camera man's back.
- * Remember to include some action and sound with your filming - such as starting up one of your bikes and riding it.
- * Keep the filming short - 15 to 20 minutes is long enough to keep everyone's attention and not become boring.

A limited number of the **PENTON Feature Marque 200** T-shirts are still available in sizes Large, X-Large, and XX-Large, but only while the supply lasts. They are \$20 for POG members and are available from Buehner's Supply Co. (216) 651-6559.

MEMBER PROFILE

KIP KERN

by Alan Buehner

Kip Kern is our feature member for this newsletter. Many of our members have met Kip at one time or another, and have given him a call for help or advice in restoring a bike. Kip also wrote a tech article for our Winter 1999, issue no. 5 newsletter to help clarify the mysteries in adjusting a Sachs transmission. Anyone who has had any dealings with Kip knows that he is a very generous person who goes out of his way to help. He is truly an enthusiast and has played a key role in making this vintage motorcycle stuff fun.

For those of you who have never met or talked to Kip, or think you know him, this is a little of his background.

Kip is married to Cheryle and they have one son, Kaleb. They live in small town USA in the state of Indiana. Cheryle has a beautiful modern one story house and Kip has a large modern one story garage.

For his occupation, I guess that you could consider Kip a dual-sporter. He works in two worlds, civilian and military.

In the civilian world he is a Journeyman Electrician by trade. He just recently retired, after 20 years, from working with American Electric Power maintaining high power lines, towers, and poles. He is currently putting some of his trade experience to work at the VA Hospital where he is a maintenance worker.

In the military world, he is an officer (either a General or Admiral - he likes to keep his title a secret) in the Indiana Air National Guard. He works as an aircraft

maintenance officer and is coming up for retirement in June of next year. The reason Kip always sports a G.I. Joe haircut goes back to his first experience with the military in the US Marine Corps. It is hard to believe that this extremely nice person spent 4 years in the Marines yelling at people as a Drill Instructor at Paris Island, S.C.

When it comes to motorcycles, Kip is no stranger to dirt bikes. He has somehow found a way to keep riding Pentons and KTMs since 1970. This explains his passion for the steel tank Pentons that he has collected and has been rebuilding.

He has a whole bunch of these steel tank bikes. Just ask John Penton. He lost count after the 10th one that he autographed for Kip. It seems that every time that they meet, Kip comes up with a couple more gas tanks for John to sign.

Besides his steel tank bikes, he also has a beautifully restored 1973 Penton/ Wassell "Mud Lark". He transformed it from a worn out ugly duckling to a showroom center piece.

Kip is probably your average rider when it comes to racing. He has done his share of racing in the past 30 years and sums up his accomplishments best as, "I have donated for many trophies and awards while racing".

He is currently concentrating on finishing up the rest of his bikes in time to display most of them at the AMA Vintage Days event at Mid-Ohio next year. This has been about a 7 year project so far for him since he got a hold of his first steel tank bike. During that time he has scrounged through old dealer inventories, and swap meets to find the missing parts he needs. For the impossible to find items he has had to make the parts himself.

A typical Kip Kern restoration looks like a motorcycle assembly line. All of the bikes are stripped down to the bare frames altogether. The frames are all bead blasted one by one, then all painted at one time. The finished frames are then hung in a row from the ceiling, each waiting for their turn to be assembled.

The individual parts are cleaned, inspected, repaired if salvageable, replated or painted. Motors are pulled completely apart. All seals, bearings, and worn parts are thrown out and new components installed.

Many of his restored bikes have never been started and probably never will as long as he owns them. But, they will start and run unlike some restorations that I have heard of where bikes win awards in bike shows but are missing crank assemblies and other parts that cannot be seen.

Kip learned how to restore bikes from his mentor and one of our POG members, Forest Stall of Indiana. Forest is a Husky collector and a machinist by trade. It was his Husky that we had in our John Penton section of the Feature Marque Display at Mid-Ohio in 2000. Kip claims that Forest's restorations make Kip's look like junk. I would argue with that statement after seeing Kip's bikes.

Besides restoring his own bikes, from time to time he has worked on restoring other kinds of bikes for people. His latest project was Jack Penton's 1974 Six Days bike that was at Mid-Ohio this year. Kip built a complete new motor for it from a pair of NOS cases. Again, Kip being as generous as he is, set aside working on finishing his bikes to work on someone else's bike.

Kip Kern standing behind his 1976 400 MC5 which he restored in 1994. His wife watched him start it up, ride it down the street, then back. She told him "don't you ever ride that thing again!" He said, "yes dear", and sold it shortly after that. The easy 4th and 5th gear wheelies scared him, with all the power that it had. This is another reason why he concentrates on the older, smaller bikes.

photo by Kip Kern



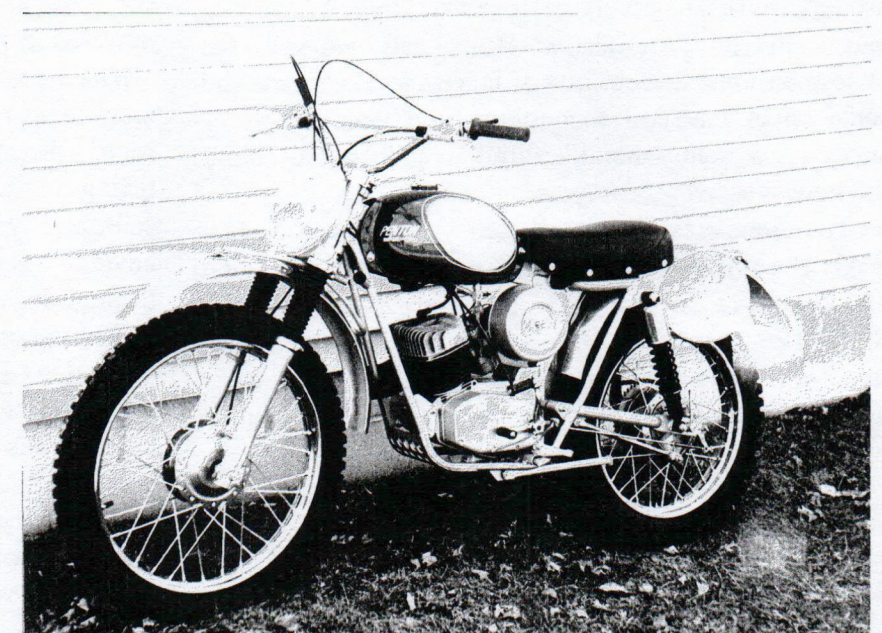
John Penton autographing one of Kip's gas tanks at Mid-Ohio 3 years ago in 1999. He only had about six for John to sign that year. The year before, Kip showed up with two tanks to sign, would disappear with them for about 20 minutes, then reappear with another two. He did this about 3 or 4 times and it really had John wondering what was going on!

photo by Debbie Houghton



One of Kip's typical, restored steel tanker bikes - a 1969 Penton Six Days. It is hard to believe that this is how all of his bikes turn out, considering that some of them started out as rusted up junk that were beat to death.

photo by Kip Kern



THE PENTON/WASSELL TRIALS BIKE

by Alan Buehner

The success of this motorcycle came not when it was built and marketed in the U.S., but 30 years later by the desire of "Penton" collectors to have at least one of these bikes in their collection of old bikes. At the monthly POG meetings, whenever John Penton hears about the latest sale of one of these bikes and at the price it sold for he kind of stares at Doug Wilford or Matt Weisman, shakes his head in disbelief, then gives a laugh saying that he can't believe how much these bikes are selling for. For the past 3 years, the Penton Trials bike has been the hottest selling and most sought after bike of any of the other "Penton" motorcycles. They consistently command selling prices of \$1,000 + which is more than the Feb. 20, 1974 price sheet's suggested retail selling price of \$895.00!

What is it with this bike that had John Penton baffled in the 70's and has him baffled today? Why is this bike the most desirable bike today? Where did this "Wassell" come from and when did it come into being? How many of them were built?

To find out what a "Wassell" is and where it came from, all you have to do is go to your local library, or buy one of those "Motorcycles from A-Z" books at one of the swap meets. Believe it or not, it is in these books (the same ones that you will never see PENTON or SACHS mentioned) that you will find information about "Wassell". Wassell was a company started by Ted Wassell in Litchfield, England. They were primarily a manufacturer of motorcycle accessories. The "Wassell" trials bike came into being around 1970. They were designed and built by Jim Lee and Peter Edmondson. Both had worked for Dalesman until it went out of business. They used the same trials machine technology and used much of accessories being manufactured by Wassell to build the new Wassell motorcycle.

The first Wassell trials bikes were powered with used, refurbished BSA 175cc Bantam or new Puch 125cc motors. By late 1971 however, a switch to the Sachs 125cc motors was made because it was easier to obtain. Most of the Sachs powered bikes were marketed under the Penton name, the rest were sold as The Wassell Antelope.

According to the book that I read, there is some discrepancy as to how many were ever made. In one part of the article it is stated that there were 1,000 Sachs powered Wassells built. In the last part of the

article it says that when production was closed down in 1975, over 2,000 had rolled off the assembly line at 3 a week. Somehow, my math does not agree with the numbers in the article (it must have something to do with that British metric thing). The way I figure, if only 3 bikes were produced a week, over a period of 5 years would come out to 750 total bikes built.

To find out more of the behind the scenes story of the Penton Trials bike, I put it on our March 29th, 2001 POG meeting agenda for "Point of Discussion". This is John's version of the story as best as he can remember.

John met with Ted Wassell in England sometime during the ISDT in 1971. Up until this time period, John had been buying and marketing some of Wassell's accessory items such as lever assemblies, cables, and throttle controls, in his Penton-Husky accessories catalog. Ted talked to John about him just receiving about 200 Sachs motors for his trials bikes with the intent of selling his bikes to John. John initially ordered half a dozen but then told Ted Wassell to send him about 50. Wassell initially sent him 100. And they kept coming. Wassell kept sending him more because they were not selling in England. There were about 500 Penton Trials bikes brought into the U.S. (serial nos. 220 to 735).

Initially, some of the first bikes were bought by dealers who wanted to sell them. But John soon discovered that if the riders in England (where observed trials riding started) didn't want these bikes, the riders in the U.S. (who were more interested in MX, Desert Racing, and Enduros) didn't want them either, or at least John's Dealers. In John's column of the August 1972 "Keep'em Winning" dealer newsletter, John wrote:

"The new Trials bike is being well accepted with many dealers selling their first one the first day and reordering at once. I just cannot understand a dealer telling me that it won't sell in his town. How can you sell one if you don't have it on the floor?" John was having trouble getting these bikes out the door through his dealers and then in 1973 things went from bad to worse.

In the January 1973 issue of Dirt Bike magazine a test article was written on the Penton trials bike. The article was titled: "125 Penton Un-Trials John Penton's Thousand-Dollar Blunder by the Disappointed Staff of Dirt Bike". The title alone gives you an idea about what they wrote. Anyone that read this article with thoughts of buying one of these bikes

for trials riding chose one of the other brands instead. It was a manufacturer's and distributor's nightmare come true. The article was accurate in it's testing. The bike was not competitive with the other trials bikes being sold at the time.

In desperation, efforts were made to come up with creative ways to move these bikes out of the warehouses. Anyone who wanted to be a "Penton Dealer", had to buy the start-up package which included one of these bikes. It is because of this that you find the Penton Trials bikes in almost every state in the U.S.

Another way to sell these bikes was to paint the side panels and gas tanks orange, call them "Woodsman" bikes for trail riding. Ultimately, as time dragged on, the dealer and suggested retail prices were lowered each passing year to finally sell the last one.

So what is it with these bikes that confounds John Penton today? If nobody wanted them when they were new, why are they so desirable today?

I was told by someone about 10 years ago, when I was just getting involved with this vintage bike phenomenon, that the more people that rode a particular bike years ago, the more valuable they are today because everyone wants one again to relive their experience. I have found this to be true in the vintage market place, but there just were not that many of the Wassell built trials bikes in the marketplace and they certainly did not have any impact on the observed trials competition as what the Honda Elsinore did with MX racing. Anyone who has tried to use this bike in observed trials knows that it is a dog in unmodified stock form just like Dirt Bike Magazine reported in their test article. The only way to make it competitive is to use a Sachs "A" motor outfitted with a Bosch ignition and a 152cc kit, and a Bing carburetor set to run lean.

So what makes this bike so desirable? In my opinion, there are several factors. The first is the "Penton" name on the gas tank. In the past 3 years, with the start of the Penton Owners Group, any bikes sold by John Penton have become very desirable and are being snatched up as soon as they are being offered for sale. The Wassell Trials Bikes are the most sought after "Penton".

The second factor is that because there were not that many Wassells imported in this country, they are a rare commodity making them an important item to have in your collection of Penton motorcycles. Also,

because they are rare and there are a lot of people wanting these bikes, the prices on these bike have been high. Since these were not competitive bikes, most were not ridden much and many are in original condition with all of their original components.

The third factor is the look that the bike has. It is attractive and competitive looking in it's styling. It is a bike that was too late, timing wise. If it would have been built and sold in the late sixties it would probably have been easier to sell and more acceptable. Observed trials in the early seventies was dominated by Bultacos and Ossas and any serious rider knew that these were the bikes of choice.

The forth factor, which is kind of ironic, is that because of it being forced upon the new Penton dealers at the time, they were distributed all over the country. This has made the bike accessible to almost everyone in their part of the country, rather than being concentrated in just one or two areas where there would be less exposure in the vintage market and make them less desirable due to transportation costs.

PENTON TRIALS BIKE SPECIFICATIONS

Motor:	Sachs, 6 speed, 123cc
Carburetion:	22mm Amal or 27.5mm Bing
Frame:	Reynolds "531" tubular steel welded frame in hammered silver paint finish. Swing arm in silent bloc bushings. Steering head fitted with Timken taper roller bearings.
Suspension:	Girling adjustable rear shocks. Metal Profile 600 Teledraulic forks.
Wheels:	Chrome plated steel rims built onto conical polished alloy hubs with "knock through" spindles and sealed bearings. Front tire - 2.75x21" 2 ply Dunlop Rear Tire - 4.00x18" 2 ply Dunlop
Gas Tank:	1-1/2 gal. polished alloy, narrow profile
Dimensions:	Wheelbase - 51-1/2", Saddle height - 30", Ground clearance - 12-1/2", weight 190 lbs.
Special Features:	Alloy fenders, folding spring loaded footpegs, spring loaded chain tensioner, Reynolds chain, chain oiler, Oil impregnated filter on alloy collection chamber, Nyloc nuts used throughout.

Tech Tips Sachs Shifting Woes

by Doug Wilford

Are you having problems shifting your Sachs engine? This article is being written to help or correct those problems.

Most problems in shifting the Sachs engines are not confined to just one item. It is usually a combination of items that makes for missed shifts. I will try to cover all the items that can cause bad shifting besides adjustment. Proper adjustment will be the last and most important part of this article. If you can, put a plus or okay next to the items mentioned, as trouble causing. Let us start with the outside as I have seen this happen:

Trouble Causing:

1. Shift lever mounted too high (rubs on case lettering)
2. Transmission oil too heavy a viscosity. (Use a 10-30 motorcycle transmission oil, 700cc)

Internal pieces to check (refer to parts illustration #1)

3. Selector rod #9 grooved by #13, 14, 15 plunger cup.
4. Plunger cups frozen, missing, or badly worn.
5. Selector Key #9-10 worn (very important).
6. Sliding gears #18, 19 - 2nd & 3rd key contact areas not rounded. All the above in the main shaft assembly should move without binding and be free, with the plunger detents working the shaft into the detents smoothly.

Shifter assembly (refer to parts illustration #2)

7. Check that the pawl spring #15 is making contact on both sides of the selector pawl #22. This is important as this moves the selector pawl #22 into place against the teeth of the selector boss #13.
 8. This whole assy., shifter assy. #12-23 is shimmed together. It must move free within itself, but no slop.
- NOTE: To adjust shifting, the clutch gear assy. must be removed!!!

INSTALLING THE SHIFTER ASSEMBLY

The shifter assy. must be shimmed, use shims #24. These fit over the kick starter shaft at the base against the cases. Slide the assy., down over the kick start shaft #27, the adjusting plate #16 should make contact with the mounts just before the shifter assy. bottoms out. The adjusting plate #16A needs to be in a non-binding position. After shims are determined, slide the shaft assy. back up the kick start shaft and install the shifting fork, selector arm and pivot screw, all while sliding the assy. back down. Install mounting bolts with cams and tighten with the cams moved out of the way. Using shims #11, shim the shifter assy. so you can put a straight edge across the cases and the selector assy. making contact at all three places. NOTE: if the selector arm has an overly amount of play at the pivot point you may need to find a shim washer to eliminate some of

the slop. This is rare, but it does happen. If you have now said: "Okay, I'm ready", we will move on to the adjusting procedures.

A special tool here is a must. It is called the "Transmission Adjusting Tool" and is not a Sachs item. Ted Penton made this tool for the Penton service dept. and the Penton parts list and the "Hi-Point Accessories" catalog. It or a reproduction of this tool is available thru Buehners Supply (phone #216-651-6559). The reason for this tool is to simulate what the left side cover does when the engine is together. It is impossible to make accurate adjustments without this tool. You may get lucky once in awhile, but to be sure, use the tool.

Step one: Make sure you can shift from 1st thru 5th or 6th (which ever you are working on). The bolt in the middle of the selector arm is a concentric (on the later engines). I will make a separate procedure for the early 5 A engines. Bend back the locking tab on the top and loosen the 10mm nut if you need to move the concentric 13mm bolt. The object is to have equal movement up and down against the selector rod #9. If you can get full engagement of 1st and 5th or 6th, it means you are now inside the ball park.

Step two: Now we want to work between 3rd and 4th gear. NOTE: I usually put the shift lever in about a 7 o'clock position for ease of holding it in position (engine or bike laying right side down) while I turn the counter shaft sprocket or the clutch inner hub. Please do not try to make these adjustments with the clutch assembly still in place. If you can get 3rd and 4th lined up, it makes things go a lot easier, but this is not an absolute. Move the shift lever to engage 4th and hold the lever tight up. Reach in with your fingers and see if you can feel more up pressure or down pressure of the fork #1 against the selector rod #8 or 9. It is perfect if the fork is loose while you are still holding up pressure on the shift lever.

Move the shift lever down to engage 3rd gear, again holding pressure, now down, on the shift lever. Reach in and feel where the pressure is between the two. If the fork is loose in the slot with down pressure on the shift lever again, this is perfect. Most of the time (95%) you will have to determine which way to turn the concentric (13mm) to add either more up or down movement on the selector rod. You are moving the selector rod, but checking the movement using the shifter fork. Once you can feel that you have equal pressure in both directions, tighten the 10mm nut and try again. And again, then shift from 1st thru 5,6 and back. At this time I check my fork pressure in the high gear and the low gear, again they should be the same, IF the 3rd and 4th adjustments were the same.

Now loosen and set the left cam, upshift to any gear (3rd or 4th) holding the shift lever tight up, move the cam over to make contact with the pawl, and tighten the allen head. Make sure the pawl does not make contact with the

cam before the selector is all the way. Repeat the procedure for the right cam, but you will need three hands and a small crew driver to hold the shift lever tight down. Move and hold the cam in place while you tighten the mounting allen head. Okay, now shift thru all gears until you are happy. Make sure you have tightened everything, and put the lock tab back on the 10mm nut on the selector arm. Remove the tool, reassemble the engine and go have fun.

Here are 10 very important items to check:
(Taken from a previous article by Kip Kern.)

refer to illustration #1

1. The main shaft #12 is shimmed properly between the case halves.
2. The shift key #9 is in excellent condition.

3. The selector rod #8-9 is not grooved or worn.
4. The selector rod detents #13-14 are in excellent condition.
5. The transmission gears are spaced properly and not worn on the insides.
6. The two springs #15-23 on the shifter assy. are OK, making contact equally against the pawls.
7. The shifter assy. is shimmed properly, from the inner case.
8. The space between the shifter assy. and the clutch cover (special tool) are shimmed properly, prior to installation of the clutch assy.
9. Properly shim the shift arm pivot point in the case.
10. Use an unworn shift fork #1.

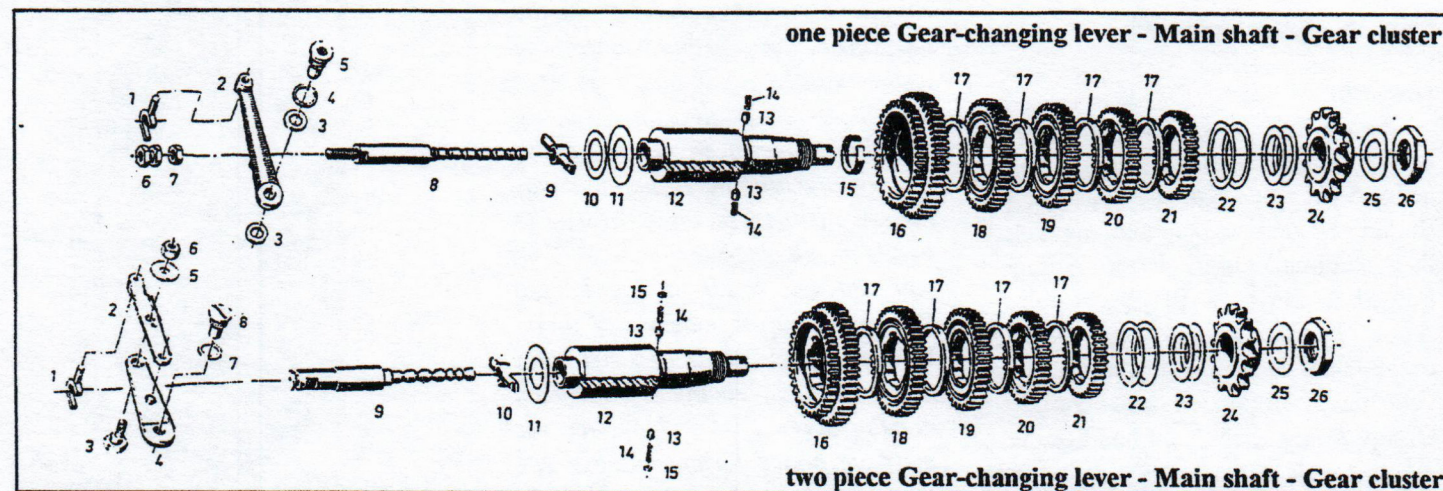


Illustration #1 - gear changing - main shaft assembly

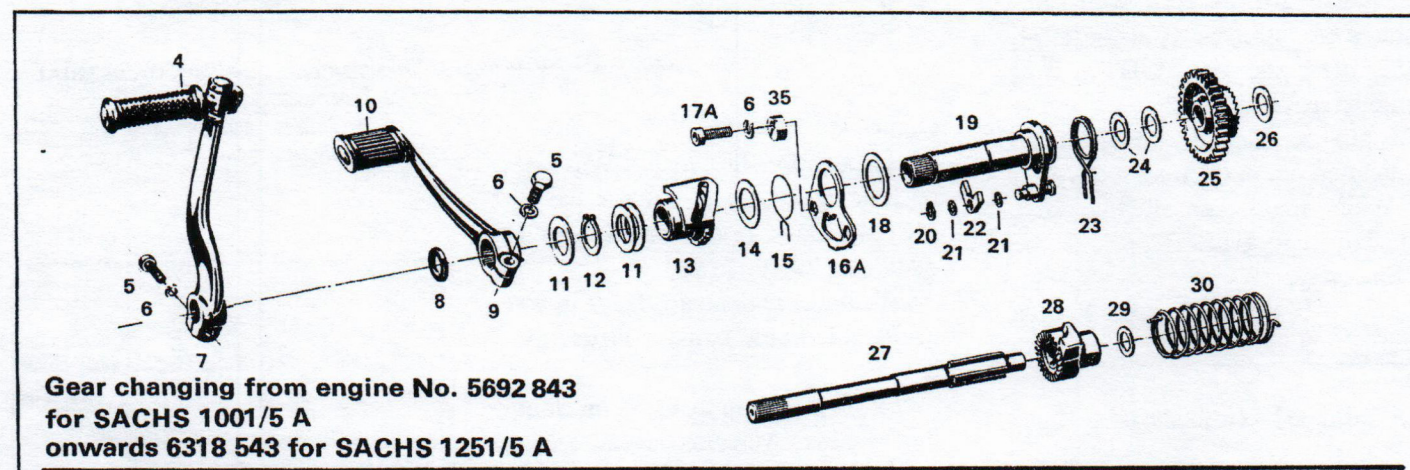


Illustration #2 - shifter assembly

HOT TIP OF THE MONTH

Stripped drain plug, Sachs engine - replace with 1/8th pipe plug. No leaks and the cost is less than \$2.00. It is recommended to remove left side cover to change the transmission oil, at all times anyhow.

Mail Box and Web Page

Sept. 25, 2001 - (web site)

Dear Penton Group:

We are hoping you can help us with an engine my young son is trying to get started for a project he is building.

The engine is a SACHS make. We have never heard of this make.

So can you please tell us if this company is still around and can we buy a manual for it?

Tony Nardella - Australia

Nov. 14, 2001 - (web site)

Howdy!

As another voice from the past makes an appearance; let me say hello to everyone. Oh, I guess that I should tell you who is sending you this communication. I am Sonny Fussell in Daytona Beach, Florida. As a former Penton and KTM dealer, I am excited and thankful that you have organized the Penton Group. I only wish that I had been in closer touch with others so that it didn't seem that I fell off the face of the earth. Also I could have contributed to Ed's book with some pictures etc, after being at the 1971, 1972, 1973, and 1976 ISDT's, if he would have needed.

I am sending my membership application out in the mail today.

Again, thanks to all who have helped this endeavor.

Sincerely,

Sonny Fussell - Florida

Sept. 16, 2001 - (web site)

John,

Don't think you would remember me, but we had a little shop in Tallahassee, Florida. Picked up our first bikes from you at Daytona.

We hosted a motocross rider you were sponsoring in 74, I think. The

page 16

team stayed with us for about a week.

Saw on Speedvision that there was a site for old Penton Owners and thought I would drop you folks a line. We rode enduros all over the southeast till I sold the shop in 75.

Just wanted you to know you put together the finest, purpose built machine made in the early to mid 70's. It was a great motorcycle.

Best wishes and thanks John, for all you did for motorcycles in the states.

John Durrill - Florida

Thanks for the letter. I will make a copy and give it to John P. in the next day or two. To me you are one of the reasons for our success. If it wasn't for our dealers like you, we wouldn't have been there at all. Racing and all the promotion was for naught if there wasn't a way to get the products to the public. As you can see, a lot of our Penton Owners Group members still there. The resurgence of vintage dirt bikes and vintage racing has been unbelievable. Just look at the message board forums on our site and you can see some of the activity. On E-bay there is almost always 30 (Penton) items to look at.

Sincerely,

Doug Wilford

Doug,

Thanks for the reply. We met once or twice I think. I sent a pic of my old 6 Days. It was a great bike. I restored a 79 400 in 93.

Would have done a 6 Days in 73 or 74 but couldn't find a piston for it.

I have a picture that was taken at the 73 Stone Mountain event. I can send if you like.

(The name of the old shop was Tallahassee Sport Cycles)

John Durrill

November 5, 2001 - (web site)

I have a friend that has a 60's vintage Penton 100cc bike that has been in storage for 15 years. I have not seen it yet. I think I can acquire the bike for \$100. What should I look for in determining it's value or model?

Rick



INTERNATIONAL SIX-DAYS TRIAL
Spindervuv, Czechoslovakia
U. S. Trophy Team on Pentons
Gold Medal winners

Editor's note:

As you can see from some of the activity we are receiving on our web site, the old Florida Penton dealers are becoming active again, this time as POG members. If any of you are old customers of these dealers, please be sure to send them a message welcoming them to the club, and say hi.

SEPT 6th 2001 MEETING OF POG HELD AT KTM, USA IN AMHERST, OHIO

IN ATTENDANCE:

Ed Youngblood	Jeff Borer	Scott Brogan	Brett Watson	Matt Weisman	Paul Danik	Ollie Martin
Doug Wilford	Jim Borer	John Penton	Alan Buehner	Barb Weisman	Al Born	Jack Penton
John Borer	Art Busick					

The meeting was called to order by Pres. Alan Buehner at 7:20 p.m. The minutes of the Aug. 2nd meeting were read by Sec. Al Born. A motion to accept the minutes as read was made by Jim Borer and seconded by Barb Weisman. All were in favor. At this time Treasurer Doug Wilford reviewed the financial statement that he had earlier distributed. As of Aug. 31st, we have a check book balance of \$4823.06. We had three new members and one renewal during August.

Alan stated that the deadline for the next newsletter will be Nov. 25th, and that it will contain a report on the 6-Day Reunion. Alan is asking for interesting articles and would like some good photos from the reunion which will be held Oct. 26th thru 28th. We are still working out details for selling ad spaces in the newsletter. The group also decided that in the future any member who is more than 3 months in arrears of their dues will not be receiving the newsletter.

We discussed the up-coming (Sept. 8th) Hall of Fame Induction Ceremony. We will have a 10x10 easy-up with John and Jacks medals along with photos as well as Al Born's #3 Penton which will put in the Museum for a period of time. Ed Y. reported that Mr. Edison Dye will be attending as he is being inducted on this date. Jim Borer made a motion that was seconded by Matt Weisman that we donate \$500.00 to the Museum with the stipulation that it goes into the fund that Progressive Ins. Co. will match. All were in favor of this motion. Alan B. will be presenting a check sometime during the ceremony. John Penton talked briefly about the John Penton GNCC race that will be held at Millfield on Sunday that he and Jack will be attending. He also stated that Larry Maiers will be doing the announcing at that event.

We then discussed the up-coming 6-Day reunion. There is information about this event of the POG Website. We welcome all POG members to bring their Pentons to ride or to display. We will have two 10x10 easy-ups with medals and photos, etc. and the Penton Parts Wagon will be there.

Paul Danik stated that the Web-site has several questions about the reunion as well as some good discussions on crank bearings and about what are the best fuels to use in the Pentons. Paul also gave an E-bay report stating that a 40 spoke, 18 inch akront rim had brought \$107.50, a Jack Piner gas tank in fair condition went for \$50., a real nice Jack Piner tank with strap and petcocks sold for \$100.00. He also said a 1972 Jack Piner in real nice condition had brought \$2,075, a piston had sold for \$80.50 and a 64 mm carb had brought \$204.50. He also listed a few other items that brought very good prices.

Under new business, Paul Danik suggested that we invite Mrs. Leimbach to speak at our Dec. meeting. It was also suggested that we make this ladies night by bring our wives/lady friends. Maybe they would be willing to bring some cookies or cakes for refreshments. The movie "Take it to the Limits" that was shown at the Amherst Cinema was discussed. All who attended really liked the movie, but the theatre was only about one fourth full each of the two nights. Dale Barris of Penton Honda furnished the pop and popcorn and also gave out some nice caps as door prizes. Peter Starr, the Producer was there and several people were interviewed afterward. It was reported that Dane Leimbach's son Paul had been injured on Labor Day at a moto-cross track. Paul had both legs broken between his knees and hips and was recuperating in an Akron hospital at that time. I'm sure all POG members will be hoping and praying for a speedy recovery for Paul. Alan is to check with Becky in St. Louis about the camping facilities at the reunion. At this time we enjoyed a 26 minute video from Dave Sanders in Ill.. Dave has quite a collection of Pentons as well as some other brands too. He narrated as he took the video and it proved to be very interesting. Thanks very much Dave.

With no further business, the meeting adjourned at 9:25 p.m. The next meeting is tentatively set for Thursday Oct. 4th, 2001.

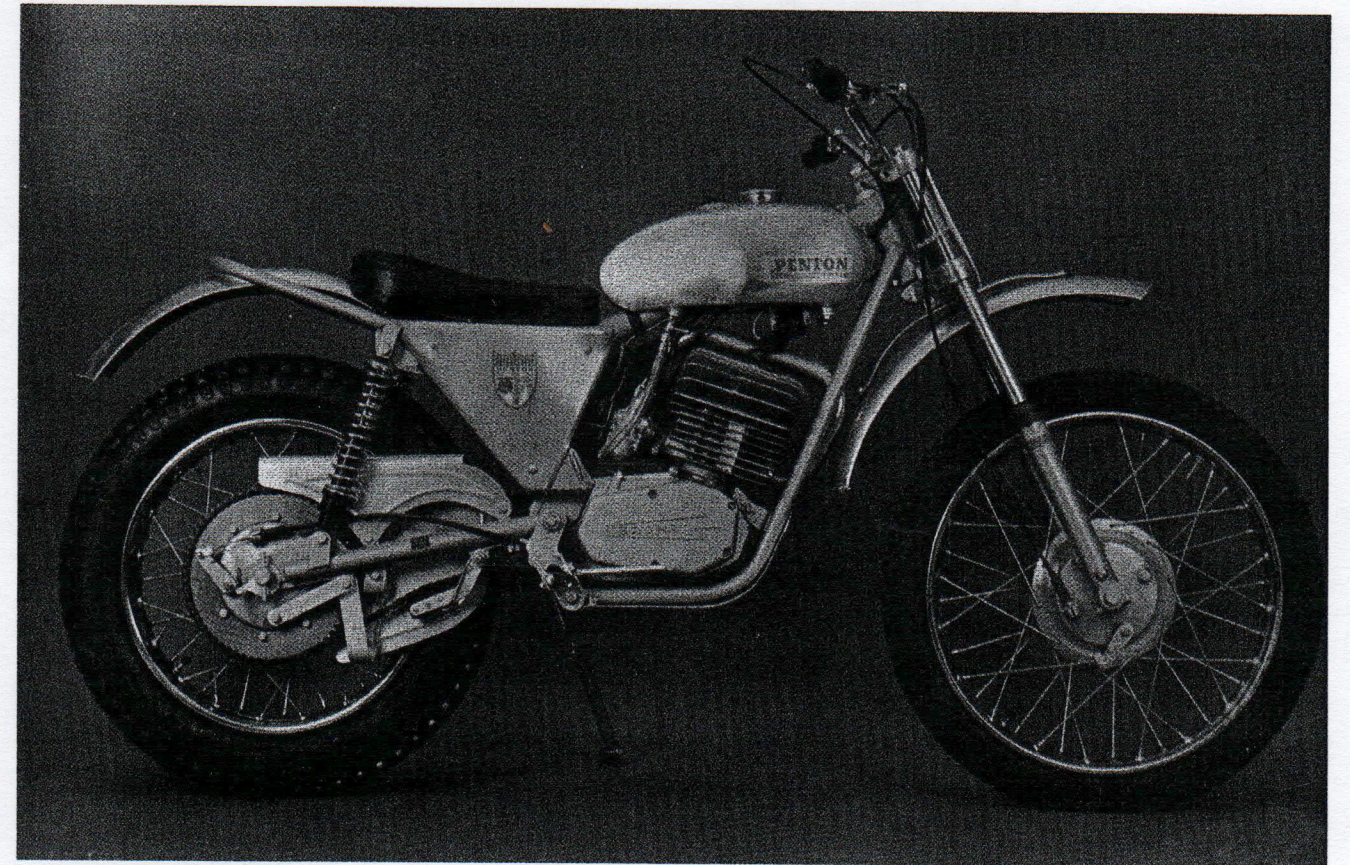


Al Born
Al Born, Sec. Of POG

Meeting minutes have been removed from this document.



PENTON TRIALS



THE QUALITY LIGHT-WEIGHT MACHINE FOR THE OBSERVED TRIALS RIDER

