

Summer 2002

Issue No. 15

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



Al Born on his *new* Penton (serial no. V003) at Dalton, Georgia - March 1968 before it ever had any mud on it.
Al was at Dalton to ride the Stone Mountain Enduro. He was the first person to buy a Penton motorcycle.

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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

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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 of this newsletter is Alan Buehner

PRESIDENT'S CORNER

By Alan Buehner

Heroes.

They are all around us and can be living or dead. The dead ones are recorded in history through books and movies. The living ones are discovered through all of our current modes of communication (newspapers, radio, magazines, TV, movies, etc.) but have the advantage of being able (sometimes) to contact and talk to.

Heroes are someone that we look up to. They inspire us, are our role

models, and in general are the people that we want to be, or look and act like. We look to them as being successful, knowing all the answers, and being experienced in knowing how to survive and live in this uncertain world of ours.

It seems that everyone looks for one from the time that we are born. As children we have our parents to fill this need. By the time we become teenagers we have found replacements in sports figures, disk jockeys, movie stars, and musicians. We try to look, act, and think like them. Good or bad, habits

are started until common sense starts developing or the latest fad has us changing our minds about who the current hero should be. They come in all shapes, sizes, ages, and colors and most people have more than one.

Truth is, the people we view as heroes are (or were) just ordinary people just like us. They have to earn a living, pay bills, deal with lifes issues, make the same mistakes we do, and are trying to find the answers to many of the same questions that we run into. Most are fakes who put on an image in public when they are seen or heard

while doing their job, but are a complete opposite in their real (private) life. In today's world, once someone becomes famous, their lives become an open book for the news media to exploit. Many a celebrity "hero" has fallen from grace because of their inability to maintain their morals. They in essence let fame and fortune go to their heads.

John Penton is one of our "real" heroes. During my road trip with John to and from Sears Point, California in 1999 we talked about a whole range of subjects covering work, family, motorcycling, family, politics, and religion. It gave me a deep insight into who this man really is. In many respects our thoughts, beliefs, and experiences are similar.

As Ed Youngblood has captured in his book (John Penton and the Off-Road Motorcycle Revolution), John has had to work for all that he has and has accomplished. He has had more than his share of ups and downs, pain, suffering, and disappointments. But through it all, he has persevered. Whenever life knocked him down he wouldn't give up and would pick himself back up and continue on. If he managed to put himself in a bad situation, he would take action to correct it while making mental notes to analyze the situation and try not to make that same mistake again.

What makes John Penton stand out from the majority of "other Heroes" is that he is approachable (if you can find him). He is always happy to sign an

autograph or talk. He is consistent in that he does not let his fame go to his head. He still dresses the same and maintains his usual habits.

Like most of you, my claim to John as a hero started out with his motorcycles and his I.S.D.T. involvement. However, since the first time that I met him and the road trip with him to California, my definition of him being a hero is his just being an ordinary person by letting his deeds speak for him, not his ego.

I am forever thankful for what he has done for the motorcycling industry and most importantly, his involvement with our club. His commitment continues to make the Penton Owners Group unique and special.



Four of our present day "Heros" at the AHRMA Off Road Awards banquet in Ocala, FL - (L to R) Gary Roach holding his Brad Lacky trophy, Kent Knudon getting a hug from Jim Pomeroy, and Kevin Brown holding his Jim Pomeroy trophy.

Some other current "Penton" heros who are turning up the heat at the AHRMA races are: Ted Landers of MO who has been running away from everyone in the 250 Novice class. J.P. Morgan of CA received special mention twice in the June issue of Vintage Views in setting a record 4 first place finishes, in the Expert division, and 1 second place finish at Sears Point on April 28th. One of his first place finishes was on his Penton 400.

MY FIRST "REAL" MOTORCYCLE

by Al Born

I received my introduction to motorized 2 wheelers in the summer of 1946 on my cousin's new Whizzer motor bike. I was 12 and he was 13 at the time and even though this was a real genuine Whizzer with heavy duty spokes and such, my memory says that we pretty much rode it to the ground that summer. There is a lot of hills down there in West Virginia and even though that Whizzer ran pretty good, we still did a lot of pedaling, especially when we were riding double. Anyway, it was a lot of fun and I guess you could say that I "was hooked". We rode that little Whizzer until it finally died near the end of the next summer. Then I just dreamed of owning a "real" motorcycle some day. I graduated from high school when I was only 16 years old and could not get a good paying job at that age. So, I guess you could say that I just kept on dreaming as I sure couldn't afford a "real" motorcycle.

During the summer of 1952, one of my friends who was a couple years older than I bought a 1946 Indian. It was a large one with a 2 cylinder engine that was hard starting and very heavy. We pushed it a lot and rode it a little in some way or the other. It also damaged my cousins barbed wire fence (with her on it) and tore up about a half acre of my Dad's corn field when it got away from my friends younger brother. In September of '52, my friend went into the Korean war, so the next month I came to Ohio for a better job. I went through some hot-rod Mercurys for the next 3 or 4 years, but the yearning for a "real" motorcycle never left. I finally got a good job at Ford in January of 1955, so I was soon thinking of getting my own two wheels with a motor. One day I was driving up Elyria Avenue in Lorain and there in a used car lot sat a pretty, blue, 1951 125cc Harley Davidson with a "for sale" sign on the windshield and I knew I had to have it. So, I used some of the money I was saving for my next Mercury and I became the proud owner (at least I thought) of this pretty blue Harley. Well, it just didn't turn out to be the "jewel" that I thought it was. It had wiring/ignition problems that I just couldn't get

all straightened out, so I spent some time pushing this "Dream Machine" too. The only good thing about that little Harley was that it pushed much easier than that old Indian that we had pushed around in those West Virginia hills. Thank goodness, fall finally came and I put that little Harley in the shed for the winter. Around February 1956, a guy at Ford that everyone called Cowboy and I were talking one day and he said that he had a 1949 45ci Harley with a 3 speed transmission that he wanted to trade for a small motorcycle. I began thinking that here was my chance to unload my pretty blue Harley. The "catch" was that his motorcycle had back-fired through the carb and caught it on fire. It had burned the wiring, seat cover and pad, rear tire as well as melting most of the paint from the gas tank. He led me to believe that I was getting a good deal, as the parts wouldn't cost too much. So, we traded even up. I went to work and painted (by hand brushing) the gas tank while waiting for the wiring harness to come. It finally came and when I put it on, it started right away. It would start real easy when it was cold but not when it was hot. I soon discovered that the carb adjustments were warped from the fire, so I usually rode with one hand on the carb turning the adjustment screws, trying to keep it running half-way decently.

One evening Ralph Haslage came over to my house and he was riding a beautiful 650cc BSA twin. He took me for a ride and when he changed to second gear, my feet went up past his head and I knew for sure that this was a "real" motorcycle and I had to have one. The next evening Ralph and I went to Penton Brothers Motorcycle shop and they had a nice 1955 BSA 500cc twin. I talked to Elmer Reichart about trading in my Harley which he didn't seem interested in at all. About that time John and Ike came into the shop and when Elmer told John about my Harley, he just laughed and told me that if I wanted the BSA I would have to buy it without a trade, which I did that night. That BSA became my first "REAL" motorcycle as far as I was concerned. I rode it a lot that summer and all of the next year which was 1957. Back then the motorcycle shop was open on Friday nights and a lot of guys spent their Friday evenings there talking motorcycles and drinking coffee

with John, Elmer and sometime Ike and Ted would drop by as they were running the Machine Shop at that time.

In the late summer of 1957, Ralph took me to a Scrambles race at the Meadowlarks track in Amherst, Ohio. My most vivid memories of that day was seeing George Singler broad-sliding his BSA around the sharp turns while standing up. I had a problem believing what I was seeing. I remember telling Ralph while on the way home that if I could ride a motorcycle like George did that I would be the happiest guy in the world. Needless to say, George became my motorcycle hero on that day.

In the winter of 1957 and 1958, a group of us from Avon, Lorain, and Elyria organized the Avon Cycle Club which was in existence for 7 or 8 years. We rented a farm on Lunn Road in Strongsville and proceeded to build a Scramble track. One Saturday after we had finished grooming the track for our first race, the guys that had their scramblers there decided to have a little race to check out the track. I joined them with my "real" BSA street bike and to my surprise, I beat them all. My bike did have a nice set of STS tires which worked nicely on that track. Anyway, after that little deal, I knew I was hooked on racing and that there was no way out. Later on that summer, I bought a well-used 250cc Maico from Sills Motor Sales in Cleveland. My first official race was the "Buckeye Sweepstakes" at the Meadowlarks track and I was running second to Bud Ward in the feature race when my engine seized so tightly that it bent the connecting rod. I then bought a new 250cc Maico from Sills and I traded my first "real" motorcycle for a BSA 500cc B-33 model that I loved to race even though it was heavy and under-powered against the Gold Stars, Triumphs, Matchless, AJS and Velocettes. I would usually be in the top three and I even won a few times. As a matter of fact, I was able to beat my hero, George Singler a couple of times during the summer of '59. I know that one time it was at Alliance, Ohio, and I think the other time was at Mineral Ridge, Ohio. I know that both times I had trouble getting my "Big Head" into the truck when it was time to go home.

During the winter of 1959-60, Ray Sill who owned Sills Motor Sales told me at one of our CRA meetings that he

was building a 650cc Triumph for scramble races and that he wanted me to ride it. It sounded like a pretty big task, but my friend Bill Horton who was working for Ray at the time talked me into buying it. He knew it would be a good motorcycle as he had done some of the work on it. I traded the Maico in on it and took it home and put it in the utility room and began the chore of making it lighter. Ray had given me two "shorty" exhaust pipes for it and I put a moped gas tank on it. I used a BMW rear fender type of seat that I drilled a lot of holes in the seat pan and removed most of the padding. Also, I bobbed the fenders, drilled centers out of shock bolts, axle bolts, and any other bolts of any size, and was able to get that monster down to 261 pounds. It was really fast and I geared it for 2nd gear starts which worked great for my weight. Counting heat races, semi-finals and finals, I raced that Triumph 36 times that summer and won 32 of them. I'm sure that I was into the first corner first all but five times out of those 36 starts. One of the wins was the "Buckeye Sweepstakes" race win that year at the Meadowlarks track in Amherst. The amazing thing about the Triumph was it's dependability. My only work on it consisted of oil changes to the engine and one oil change to the forks, cleaning the air cleaner and spark plugs occasionally. It finally seized up at Norwalk as I was leading the last race of the year.

John Penton talked me into buying a used 175cc NSU that Norm Smith had traded in. He wanted me to try some Enduro riding in 1961. I believe that the NSU weighed about the same as my Triumph had. It was a rugged little motorcycle and I rode it on TT tracks and on Scramble tracks as well as a few Enduros. I was riding it at Smith Road Raceway in September of that year when I got my left leg all torn up by Tom Hodges's rear wheel and sprocket and ended up in the hospital for a week. In December of that year, I rode a 75 mile enduro at Mansfield even though it was still difficult to walk. My NSU sheared the key in the automatic spark advance and luckily my friend Bill Horton came by. His big Matchless had started leaking gas, so we put my gas into his tank and he towed me to the next road because I certainly wasn't able to push

it. I only rode occasionally during the next four or five years thanks to Brown Warner and Bill Kennedy for letting me ride their BSA and Triumph respectively. I went through the Millwright Apprenticeship during this time and did not really have the time to do much racing due to a lot of overtime and going to school.

Then in March of 1966, John Penton talked me into buying a little Honda S-90. This was a time when Hare Scrambles was really coming into existence. We did some "trick" things (all legal) to the engine, lengthened the swing-arm 1 and 3/4 inches, stiffened the fork springs, installed some flat aluminum fenders and changed the handlebars and was ready to go. I rode mostly Hare Scrambles on it until the Pentons came out, but also did some Enduros and a few TT races (with knobbed tires). From April of 1966 until March of 1968, when the Penton came out, I was able to win my class over thirty times including a State Championship in 1967. Three times that little Honda won me overalls at Lagrange, Galion, and at Mansfield, Ohio on muddy tracks. I sold my trusty 90 to a friend at work in the summer after the Penton came out. His two teenagers rode it for years until they broke the frame at a point where I had put a large hole for frame breathing. They kept riding it with the sagging frame until they finally collapsed the rear hub assembly. I sold the same man a Honda SL 125 in 1976 and he gave me back my little 90. In 1981, I rebuilt that Honda with parts from a "parts bike". The engine still ran great and does yet to this day. It was quite a reliable motorcycle, but when the Pentons came into existence it put my little trusty 90 into the antique class.

When the new Penton Six Day came out, I told John that I would wait until he made a 100cc so I could stay in the same class, but he insisted that I ride one of the 125s and he promised me that as soon as the 100cc engines were available that he would give me a new engine, which he did in August of that year. Anyway, I bought the very first Penton that was sold, its serial number being V003. I also had the honor of being on the first official Penton team which came about at the Berkshire Trials in

Born Takes Marbles at Mansfield

By Chuck Lindsay

The Mansfield M.C. 1968 Season Championship Hare Scrambles was held on a very warm 22nd of September. Due to the dry spell, water was added to the famous swamp to get it started and after that the bikes did the rest, mixing it up to about a foot deep.

One hundred and forty six riders showed up at the club grounds to try for the trophies and season points. A fourth place trophy was added to the 201-250cc Class because over 30 riders were entered.

Al Born of Lorain, O. came out the big winner taking the 100cc and 125 cc Season Championships. Pat O'Leary of Mansfield won the 126-175cc Season Championship on a Honda. Glen Koons from Marion, O. took the 176-200cc Class on a Triumph. John Goncz of Masury, O., won the 250cc class with a Kawasaki and Russ Adams of LaGrange, O., won the 251cc-and-Over Class on a Husvama.

The next club event will be the Holly Run, which is held annually on Dec. 1st.

Results:

0-100cc Class: 1st Al Born, Lorain, O. (Pen); 2nd Jim Sinclair, Galion, O. (M-B); 3rd Ed Woodrow, Zanesville, O. (Hon).

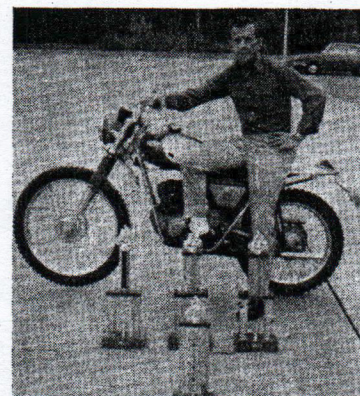
101-125cc: 1st Gary Murry, Wellington, O. (Pen); 2nd Terry Penzyk, Lexington, O. (Hon); 3rd Neal McConachie, Bellville, O. (Kaw).

126-175cc: 1st Pat O'Leary, Mansfield, O. (Hon); 2nd Don Eisenbraun, Warren, O. (Kaw); 3rd Daniel Kean, Brecksville, O. (Hon).

176-200cc: 1st Rodger Wills, Newark, O. (Tri); 2nd Don Wharton, Mentor, O. (Tri); 3rd Floyd Smith, Marion, O. (Tri).

201-250cc: 1st Steve Williams, New Bloomington, O. (H-D); 2nd Larry Tackas, Mansfield, O. (Bul); 3rd R. Warner, Lakewood, O. (Bul).

251-and Over: 1st Russ Adams, LaGrange, O. (Hus); 2nd Mike Berry, Grant Park, Ill. (BSA); 3rd Roy Norman, Cleveland, O. (BSA).



Al Born, a Penton rider from Lorain, O., took home all the trophies he could carry from the Mansfield M.C. Hare Scrambles Sept. 22. Born won the 100cc Class and also won the Season High-Point trophies in the 100cc and the 125cc Classes as well as winning the season Overall High-Point Trophy.

Massachusetts. The team consisted of Leroy Winters, Tom Penton, Bud Green and myself. I guess that I didn't realize it then, but I was riding with some high caliber people. I only got a bronze medal that year, but our team won the manufacturers award. That was the year that John Penton was the only gold medal winner on his Husky. I got to ride the Berkshire again in 1969 on the Penton team who again won the manufacturers award. This team consisted of Leroy Winters, Tom Penton, Doug Wilford, and myself. This time I was fortunate to be a gold medal winner. To this very day, I still have a feeling of pride for being on those first Penton teams and I am grateful to John for having confidence in me.

I kept riding Hare Scrambles, Moto-cross and a few TTs on that old number 3 Penton until May of 1970, when I purchased a new Berkshire 100 which I rode until the late fall of 1970 when I decided to leave it up to the younger fellows. I gave that Berkshire to my son John, who raced it up until 1976. He did a restoration on it in 2000 and he won the "Best Berkshire" award at the 2000 Vintage Days when the Penton was the featured motorcycle marque. My restored number three Penton was the featured motorcycle at Vintage Days mentioned above, thanks to the nice

restoration job by Kip Kern. It is presently in the "Hall of Fame Museum" and is scheduled to be there until September of 2002. For this honor, I would like to thank John Penton, Kip Kern, Ed Youngblood and all the board members of the Penton Owners Group.

Many of you know, but some don't, that I lived in the apartment over the Penton Brothers Machine Shop for four years (March of '67 thru March of '71). Having a nice place to work on my motorcycles, the use of the tools and especially for use of the power washer certainly made keeping my motorcycles race ready a whole lot easier, and for that I also want to "Thank" John and his family.

I used to wish that I had been born a few years later so that I could have raced the more modern motorcycles, but when I look back at everything, I just thank God for everything he allowed me to enjoy in the motorcycling world. Being a part of the Penton motorcycle development era and living at Pentonville while Tom, Jeff, and Jack were teen-agers and becoming young men were very interesting years. Sometimes I would take the boys racing when John was gone and sometimes I would sign as their guardian so they could race and guess what - they usually beat me.

Traveling with John was always an "EXPERIENCE" and I found out in 2000 when he, Paul Danik, and I went to Vintage Days West in California that John hasn't changed a bit. For all these pleasant memories, I'll be forever grateful to John Penton and for the opportunities he made possible for me.

I am currently serving as Secretary for the Penton Owners Group and enjoy meeting with the "guys" on a monthly basis. I feel very privileged to have been on the committee with Matt Weisman and Jack Penton as Mr. Youngblood was writing the "John Penton" book. I presently ride a 225cc Yamaha Dual-Sport which I occasionally take to West Virginia for a little trail riding. Also, I ride on the secondary roads around home a little, but not very much. The reason it is a Yamaha is because it is the only street legal off-road motorcycle that I can sit on and touch the ground. I have been fortunate to have owned several "REAL" motorcycles since buying that BSA from John, but it was the motorcycle from which I learned that it was more fun to ride them than to push them and work on them all the time.

HAPPY TRAILS TO ALL



Left photo - Al Born on his Penton V003 at the Amherst Quarries Hare Scramble in Ohio (July of 1968)

Right photo - Al Born in 1981 with his restored Honda 90 and some of the trophies it won

Mailbox and Web Page

May 7, 2002

I was very pleased to see the reprint of the article from the November 1968 issue of *Canadian Motorcycling* on the Corduroy Enduro. The "Cord" holds a very special place in the minds of many enduro riders from all across eastern Canada and the States, as well as in the history of the Penton marque and family. The description of the seemingly endless trails and the toll on man and machine are instantly recognizable to anyone who has ever ridden in "Cord Country". Just finishing within your "hour" and getting the elusive "finishers badge", let alone winning the overall like Leroy Winters, was seen by most as a major accomplishment.

A careful reading of the article from 1968 reveals that it was written by the late Jim Kelly of Hamilton, Ontario. The Kellys and the Bastedos (also referred to in the article) were major forces in Canadian motorcycling for the last 40 years. They played a large part in bringing an "Inter-AM" motocross round to the Hamilton, Ontario area at the same time that John Penton and Edison Dye were doing it in the U.S. Later, when (after about 40 years) the original organizing club for the "Cord" (the British Empire Motor Club) began to falter (mostly through old age) they stepped in to help continue to organize the running of the event. By my calculation, last September's edition of the classic event, was the 48th running.

In later years, Jim and his wife Butch became the primary and

enthusiastic organizers of Canada's I.S.D.T. team; I was with them in Poland (1987) and Czecho (1991). By the time of his death about five years ago, Jim was well established as a legend in the Ontario dirt riding community; respectfully known as the "Old Fella". Jim died doing what he loved best. He suffered a heart attack while riding in a 4 hour team hare scramble - about thirty years after he was already referring to fellow competitors as young fellows! The Ontario trail ride series now includes an annual memorial ride in memory of the "Old Fella".

My own personal involvement with Penton motorcycles is closely linked to the "Cord" and memories of the Penton "supermen" that Jim refers to. I've been meaning for some time to work on an article for the newsletter about those days and how they led to my current involvement with restoring and racing Pentons. Reading "Cord Run Number 3" reminds me that I should get busy and do just that.

Thanks for the great newsletter, and to all of the executives for their continuing work on the "P.O.G."

Mike O'Reilly
Ontario Canada

May 9, 2002

Just a short note to tell you how much I enjoyed the 1st POG meeting that I attended and the tour that I received of Pentonville from Paul Danik. It was a very interesting meeting. John Penton sure is a unique individual. I was able to see why he is a champion in the short time I was able to observe him.

Frank Miller, PA

May 28, 2002

I've included the specs on our 250 engine for the tech article we discussed. Also, I'm not sure if we ever did a final write up in the newsletter regarding our 2001 race season so I am including that as well:

Kevin Brown won the AHRMA Sportsman 250 Expert National Championship and the AHRMA 40+ Expert National Championship.

Gary Roach won the AHRMA Sportsman 500 Expert National Championship and the AHRMA Open Age National Championship.

I consider their accomplishments to be very special for several reasons:

1. These are the 4 fastest classes in AHRMA Vintage MX.
2. We used no "backup" bikes.
3. Each rider won their championship in the minimum number of required races.
4. Both riders were on the same team.
5. Both the 250 and the 400 look identical and the riders even wore matching gear.

In March, Kevin, Gary, and I attended the AHRMA Off Road Awards Banquet in Ocala, Florida to receive their championship awards. To our surprise, AHRMA also presented 2 new "Special Awards" to Kevin and Gary; Kevin received the Jim Pomeroy Trophy for "outstanding performance in the Sportsman 250 Expert MX class" and Gary received the Brad Lackey Trophy for "outstanding performance in the Sportsman 500 Expert MX class".

Kent Knudson, Ohio

A special "PENTON" 2000 round pin badge was enclosed in the mailing of this newsletter. These were made up by Ted del Solar (IL) and are being presented as a member collectors piece. If you would like to have a personalized "Penton" badge, check out Ted's ad in the Classified Ad section of this newsletter.

AMA VINTAGE DAYS AT MID-OHIO

The Penton display will be back again this year in the swap meet area of Mid-Ohio during the AMA Vintage Days event from Friday July 19th to Sunday the 21st. There are a couple of activities being planned for the Penton Owners besides the usual AHRMA races.

Friday evening is the Half Mile dirt track race which will be run at the Ashland county Fairgrounds. Racing starts at 7 pm. Ron Munson of Texas is planning on racing his Penton short track bike. All members who go to this race are encouraged to cheer loudly for Ron when he is riding.

Saturday evening there will be a cook-out at the Penton Display provided by Alan Buehner. Bring a chair and spend some time to relax, chow down and enjoy some fellowship and tall stories with your Penton buddies. We will start serving around 5:30 pm.

Immediately following the cook-out will be our annual POG meeting.

On Sunday AHRMA MX races will be run. All members are encouraged to race in this event, however, you must be an AHRMA member and you must pre-register before the June 28th deadline.

I contacted AHRMA, and due to the time constraint in trying to complete all of the motos before Mid-Ohio's deadline to finish their racing, the Penton exhibition ride will not be run this year.

The Penton display will be put together on Thursday afternoon. Several E-Z ups will be set up to display some of the many photos and information boards that were in last year's display. Members are welcome to bring their bikes to put on display, however you do so at your own risk. The club is not

responsible for damage or theft. You may have a problem trying to transport your bike to and from the display. **Please read and follow the Mid-Ohio rules printed on this page!** Try to drop off your bike Thursday afternoon (after 4 pm) or Friday morning (before 10am). Try to drive your vehicle into the swap meet area. If you are refused entrance, drive over to the shower area to park and unload your bike, then push it to the Penton display. Do not ride your bike unless you have a license plate on it. Please pick up your bike on Saturday evening if you will be racing on Sunday. All bikes must be picked up before 3pm on Sunday.

Camping is available in the camping area near the MX track. If you want to camp with the other Penton Owners, look for the "PENTONVILLE" banner. We will try to reserve as many spots as we can to accommodate everyone.

Do you have some time to help out during the event? We can always use some help in setting up in the mornings between 7:30 and 8 am and taking down the display items in the evening at around 5:30pm on Friday and 8pm on Saturday. The display will be taken down at 3pm on Sunday.

The Penton Display will be in the middle of the swap meet. It will be next to the paved road that runs down the middle of the swap meet (see map on next page) near the porta-potties. Look for the green PENTON banners.

FEATURE MARQUE T-SHIRTS

This will be your last chance to buy one of these limited edition shirts! The price will be the same as last year, \$20. They are available in the large size only. Once these are gone, they will not be reproduced. John Penton, as usual, will be happy to autograph them for you.

JOHN PENTON BOOKS

There will be more books available to purchase at the display. These will be sold at the event only. They will not be available to purchase from the club after the event. Any mail orders should be sent to the AMA Museum. Check their web site for ordering information. The cost for each book will be \$20.

PENTON POSTERS

A special limited edition poster of Tom Penton's 125 will be available to purchase at Light Source Graphics display in the swap meet only. A sample poster will be on exhibition in our Penton display for everyone to check out. For more information, see the Penton Poster article in the "Latest News" article of this newsletter.

MID-OHIO RULES

No bicycles, pets, alcohol, or open fires are permitted.

Any motorcycles being ridden must have a valid license plate.

Anyone riding a motor vehicle must have a valid drivers license.

No children will be allowed to operate any vehicles.

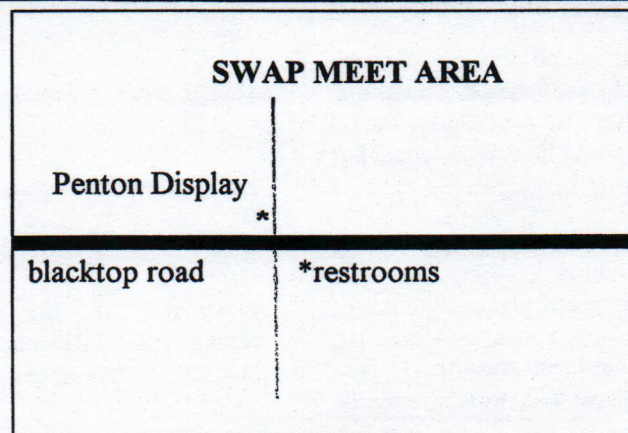
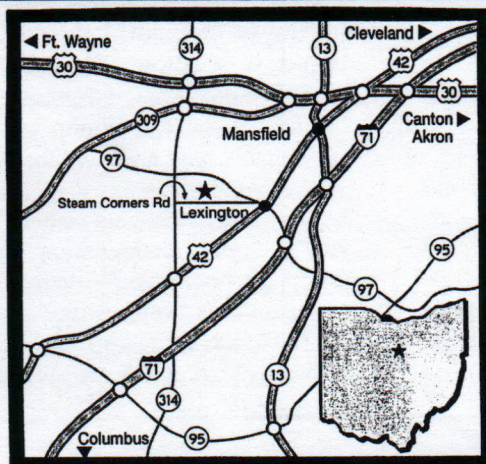
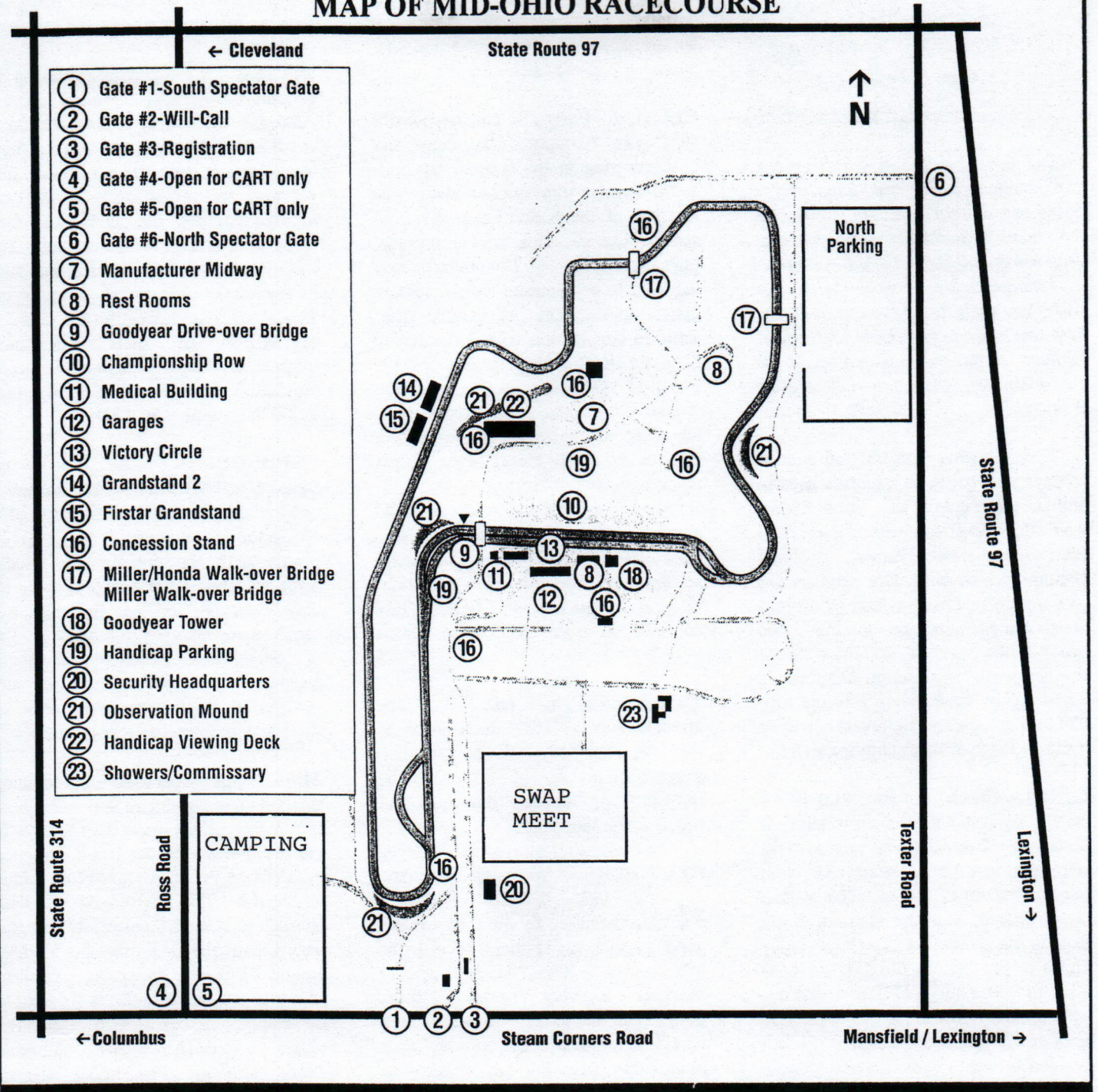
The speed limit in the swap meet area is 5 MPH. Pedestrians have the right of way. Only motorcycles with special passes will be allowed to be ridden in the swap meet area this year.

Anyone caught breaking these rules will be asked to leave. No warnings and no refunds.

Sorry, no Sunday night camping.

For your convenience - shuttle buses will be operating throughout each day to transport people to various areas around the Mid-Ohio grounds.

MAP OF MID-OHIO RACECOURSE



Tech Tips

How to set up a winning Penton 250 motor

by Kent Knudson

I asked Kent to write this article to help our members who are building or trying to maintain a Penton motorcycle for racing. The object is to find out what works and share the information.

Vintage racing is very competitive and if you want to win, you need all the help that you can get. Since Kent seems to have all the correct setups on his bikes, it makes sense to publish what he is doing.

The following outlines the various components, specs, and sources used to build our 250 engine that Kevin Brown won the AHRMA Sportsman 250 Expert and 40+ Expert National Championships with. Our engines are prepared by our friend, James Giddings of Giddings Machine Racing, who learned the art of building KTM engines while working in his father's Penton/KTM dealer-ship. I would also like to thank Barry Higgins for sharing his knowledge of these engines with us.

CASES - Check the cases closely for cracks and have them welded if necessary. Our current engine was cracked around the kickstarter stop bolt (on the bottom of the motor), the rear motor mount, and the ignition cover threads when we first bought it. Larry Smith of Precise Welding (740) 654-2215 in Lancaster, OH does all of our welding. He does a lot of motorcycle work and is very meticulous.

Don't worry too much about corrosion. Bead blast, thoroughly rinse and inspect corroded areas. I fill the pinholes that go all the way through with JB Weld or Devcon. Otherwise, warm the engine up and change the oil regularly and the corrosion shouldn't get any worse.

GEARS - If you are having trouble with missed shifts, inspect your gears closely. KTM's use undercut dogs for positive gear engagement and even the slightest rounding on the tips of these dogs will prevent full throttle upshifts.

In motocross, where the start is extremely important, a missed shift can be the difference between a holeshot and a back-of-the-pack start.

CLUTCH - Early 250 clutches used 8 steel discs, 7 copper clutch plates, and 1 spacer ring at the bottom. By mid-1974, Penton was recommending the removal of the bottom steel disc and spacer. The use of a thicker pressure plate (part no. 54-32-006-100) was required to compensate for the loss in clutch stack height. We use the latter setup in conjunction with 1.7mm wire diameter clutch springs (part no. 51-32-001-140) that were used in the 400 engine. I would also recommend adjusting the spring pressure with a dial indicator to ensure even clutch disengagement.

For more information about KTM clutches refer to the Penton Service Data and Info binder which contains a section on General Service Info. General Service Info No. 10, dated July 25, 1974 is called "The KTM Clutch Story".

TRANSMISSION OIL - The aforementioned KTM Clutch Story, as well as the 1978 KTM manual, suggests the use of ATF in the transmission. We use one quart of Mobil 1 synthetic ATF.

CYLINDER - We use a stock, unported 1974 cylinder. Although many people swear by the Carl Cranke porting specs, we've found them to be unnecessary. The stock porting provides a very smooth, linear powerband that is still strong enough for Kevin to run with the big-bore bikes in the 40+ class. For any sleeving or boring work, I highly recommend Bore Tech in Batavia, OH (513) 625-8374.

DECK HEIGHT - Deck height is set at .030" - .035".

CONNECTING ROD - For our rebuilds, we use new connecting rods from EuroRods (630) 833-4406.

PISTON - We use original Mahle pistons with .003" clearance. Due to lack of availability of original 2-ring

250 pistons, we are currently using the later style 1-ring piston.

INTAKE - We are currently using an original GEM 250/400 Penton reed kit. Although this kit appears to be fairly small and restrictive, it helps contribute to the strong, smooth powerband that we were seeking. Just make sure you use the 250/400 kit, as I think they made a smaller 175 kit as well. The installation also requires drilling holes in the intake side of the piston skirt. The specs and procedure are outlined by GEM in their installation instructions. Replacement reeds can be purchased from Boyesen (800) 441-1177, Part number BULT01.

CARBURETOR - The stock 36mm Bing (2/36/102) works great. We use a #160 main jet, #283 needle jet, and a #35 pilot jet. We use a #1 (281) jet needle with the clip in the middle position. This setup has proven to be very versatile for us and has not required any changes in the last 3 years of competition. Although this should provide a good ballpark setting, any variance in engine specs, altitudes, or fuels may require different jetting.

FUEL - This seems to be a hot topic on the POG message board. My intent here is not to add any more fuel (sorry) to the fire, but we use the much maligned AVGAS. AVGAS 100LL (100 octane low lead aviation gas) mixed 32:1 with Yamalube R works extremely well for us; we used the same plug for a whole season. IT is very consistent regardless of where you buy it and it is reported to be comparable to (R+M)/2 103-104 octane (AVAGAS uses a different rating system). The knock (oops!) against AVGAS is that it is formulated for use in low-rpm, light load, steady throttle applications. The other options are, of course, pump gas, race gas, or a "blend" of the two. Pump gas can be very inconsistent and may contain up to 10% ethanol. Race gas is typically very high octane and should only be used in very high compression engines (although I've recently noticed several manufacturers offering race gas in the 100-105 octane range). In our case, we've used AVGAS since 1982 with excellent results.

AIR FILTER - Twin Air #154200

IGNITION - As long as you don't need a lighting coil, I would strongly recommend the PVL ignition, which is an internal rotor design. PVL also offers 4 different flywheel weights to help configure the power delivery of your engine. On the 250 engine we opted to not use any additional flywheel weight and the engine is still very smooth and tractable.

TIMING - Ignition timing is set between 2.5mm and 2.6mm BTDC.

SPARK PLUG - NGK B8HVX gapped at .024". The VX is NGK's top-of-the-line plug for this application and features a fine wire platinum center electrode and a tapered ground electrode for maximum efficiency.

EXHAUST PIPE - Stock 1974-75 enduro exhaust.

KICKSTARTER LEVER - Newer style lever supplied by Alan Buehner

SHIFTER - Original Hi-Point folding shift lever.

SPROCKETS - We use a 14 tooth 520 PBI Pro steel front sprocket (#93-14) and a 57 tooth 520 PBI aluminum rear sprocket (#5257-57).

BEARINGS and SEALS - We start each season with all new bearings and seals, which sounds like overkill but it's a lot cheaper than the cost of attending another race (transportation, hotel, entry fees) due to breakage. All clearances are set using the factory manual. The bearings and seals are typically sourced from Alan Buehner or Bearing Distributors, Inc. (304) 422-7770.

GASKETS - Complete gasket sets are supplied by Alan Buehner.

PAINT - For the silver engines we use PJ1 silver barrel paint #17BRLS. The blue KTM oval is hand painted with Martin-Senour Acrylic Enamel - GM fleet blue 99L 11540.

In our next newsletter, Kent will tell us what he has done to the frames and suspension of his bikes and what he does in maintaining them.

Remember, all Penton motorcycles are race bikes. Although they are very dependable, they do require a minimum amount of maintenance to keep them in top performance. Regular maintenance as described in the "Penton Owners Manual" and attention to details will prevent breakdowns before or during a race.

PENTON CLASSIFIED ADS

For members by members

Ads are for POG members to buy or sell Penton related parts, items, and services only. Members are allowed up to 3 items per newsletter (max. 30 words per item) at no charge. Ads must be received 2 weeks before publication of the newsletter. Please type or print clearly, and include your name, address, and phone number. Ads must be mailed or faxed to: Alan Buehner, 5818 Detroit Avenue, Cleveland, Ohio, 44102
Fax: 1-216-651-1620

FOR SALE

POG NAME BADGES, round 2-1/4" diam. pin style. Each badge personalized with your name. Cost \$3 each.

Ted del Solar 1-630-325-1859

USED 18" AKRONT RIM, 40 holes, excellent condition, no

dings or corrosion. Will trade for another brand of rim.

Al Born, OH (440) 323-4556

Reproduction Penton & KTM decals for tanks and side panels.

MC5 "world champion" decals.

Skip Miller (TX) 817-798-KTM1

SERVICES

SACHS MOTOR REBUILDING

100cc & 125cc

Doug Wilford (OH) 440-988-2605

Cylinder Resleeving/ Boring - Crank

Repairs for Sachs & KTM

Forest Stahl (IN) 765-284-7653

KTM motor rebuilding - over 12 years experience on vintage bikes.

Bobby Lucas (TX) 817-483-7346

MOTOPLAT testing

PVL - Penton Imports (OH)
Dane Leimbach 440-988-4474

PARTS

NOS and Reproduction parts for Pentons - hats & T-shirts
Alan Buehner (OH) 216-651-6559

Penton and Sachs Parts
Larry Perkins (MO) 417-865-8884

NOS Penton parts
Jake Fischer (PA) 724-781-6309

KTM DEALERS

Dale Barris - (440) 282-5108
Penton Honda - Amherst, OH

Denny Laidig - (330) 253-7455
Holeshot KTM - Akron, OH

Jim Koenig - (913) 334-2410
Letko Competition - Kansas City, KS

Latest News

New members

Welcome to two of our newest members: Wayne Miller of Virginia, and Ken Sholder of Pennsylvania. Wayne and Ken signed up at our PENTON display at the Will Stoner Swapmeet at York, Pa in April.

Mikuni Carb Specs

Dave Boystun, the Off-Road Director for AHRMA called and offered the following specifications for setting up a 32mm Mikuni carb for a 125 Sachs motor:

Needle Jet - 159 Q6

Slide - 2.5

Main Jet - 260

Pilot Jet - 30

Change the stock 2.0 air correction screw to a size 1.5

Paint choices

Joe Wright of Texas uses "Dupli-Color" Truck and Van paint to paint his KTM motor cases.

He uses "Krylon" #1620 Chevy engine orange to redo Marzocchi lower fork legs. After painting the lower legs, he bakes them in his outdoor grill at 300 degrees. (follow the directions on Krylon's can).

Doug Wilford of Ohio writes: "The paint I have found to work and look the most like original is not cheap, but goes on great and has the best finish. It is made by or sold by "PJ1" it is called KTM Silver Gray Epoxy. Most motorcycle dealers either carry it or can order it for you."

520 Sprockets

Mike O'Reilly, Ontario Canada, has found a source of 520 sprockets for his 74 Penton 250 which he uses for AHRMA racing.

They are made by Sprocket Specialists:

Countershaft - part #5399

Fits almost all 2 stroke KTM's because the newer KTM's use a circlip (not a nut), this is a flat sprocket. It does not have the shoulder like the older ones, and as a result, it is necessary to shim the sprocket to the proper location. I use large washers that came from a small engine/yard equipment shop.

Rear sprockets - part #268

available in steel or aluminum, 52T fits KTM conical hubs thru 1980.

These sprockets have the added advantage that they run 520 chain, allowing you to update to the most common chain size run today.

Penton Posters

Chuck Beers of Light Source Graphics has been producing and selling posters of motorcycles for the past couple of years. He currently has two posters available. One is of Kent Knudson's 250 (titled "Rolling Thunder"), the other poster is of Tom Penton's restored 125 I.S.D.T. bike (titled "Penton Pride").

A limited edition of 50 numbered collector's posters of Tom Penton's 125 are being produced that will have John Penton's autograph. These will be available for sale only at Mid-Ohio in July at Light Source Graphic's booth in the swap meet. The cost of these posters will be \$35. This will include a certificate of authenticity, a large protective backing board, an envelope, and Ohio sales tax.

Framed samples of the limited edition posters will be on display in the POG display at Mid-Ohio.

The Jack Pine Enduro - August 4

Ride your Penton at the Jack Pine Enduro this year.

Arrangements have been made with the Lansing Motorcycle Club to have all riders on Pentons start in a block, 4 to a minute, behind all

the other riders. The requirements are:

current AMA member

Street legal Penton motorcycle

US Forestry approved spark arrestor

The Jack Pine Enduro will be run on August 4th at Moorestown, Michigan and will cover approximately 100 miles of single track, two track, and who knows what. Cost for the ride will probably be \$30 to \$35 with a key time of 8 or 9 AM.

If there is a concern about a Penton being able to handle the Jack Pine, there is one Penton that has made 24 of the last 25 events. Although this is a regular District 14 Enduro, you can treat it as a trail ride. You won't be in the way of a Points chasing rider behind you. The clean up crew will catch up to you if you linger too long on your trail ride.

Notify Ted del Solar of your intent to ride prior to July 27th at his home phone number - 1-630-325-1859.

KTM'S 50th ANNIVERSARY

Next year is KTM's 50th anniversary and they will be having a special 3 day celebration the first week of May in Austria. As reported in the last newsletter, plans are in the works to put together a guided tour of the factory for POG members.

If you are planning on going or thinking about going, you will need a passport. If you need one, go to your local Post Office, pick up a form, fill it out and get it into the works. Processing takes about 4 weeks.

More information will be provided in the next newsletters as it becomes available.

CORRECTION

The wrong dates were given in the last newsletter for the AMA Vintage Days event at Mid-Ohio. The correct dates are July 19 thru the 21st.

Meeting minutes have been removed from this document.





Al Born riding his Honda 90 at a Hare Scrambles at the Amherst Meadowlarks track in 1968.
He had many 100cc class wins with this bike including several overall wins in Hare Scramble events.
Photo is from Al Born's scrap book collection.