

Spring 2003

Issue No. 18

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



John Durrill on his Penton Berkshire (second bike from right) at the start of the 1972 2 day qualifier in Bristol, Virginia. That rainy day made the entire trail slick and muddy.

Photo provided by John Durrill.

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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.



PENTON OWNERS GROUP

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

The assistant editor is Al Born

PRESIDENT'S CORNER

By Alan Buehner

In January, I received my "official" notice from the County. It was the next worst thing to getting a letter from the IRS. I was to appear downtown for JURY DUTY. Yeah, they finally got me and I was not a happy camper. In the past, I was able to get out of it because I am a key employee in my business and it would place a hardship on the business. This time around it was different. Service is now a mandatory 5 days and there

are no excuses allowed. It's not that I didn't want to do it, for I have always had a fascination of the court system and wanted to know more about how it "really" works. I have had two other court experiences in my life. In 1978, I hired an attorney to handle an accident claim that left me with a broken foot. The case was settled out of court because in the eyes of the jury I would be this "biker" suing an 80 year old man. I was informed that it is not allowed to be mentioned in a trial that a defendant has insurance. The second

time I was involved as a witness in a criminal trial. I spent about 20 minutes in the "hot seat" answering questions as instructed by the Judge with a Yes or No (no "buts" with an explanation were allowed). I left that experience with a small idea of how court rooms operate.

My big problem with jury duty was the timing of the notices. They always arrive during my busy season, not during the slow time which is during the summer. Otherwise I would be willing to serve.

I arrived at the Justice Center at the designated time to serve my sentence. After watching the indoctrination video about how the Jury system works, I calmed down and decided to make the best of the situation and just treat it as a vacation away from work.

The first day was spent sitting around reading and waiting for my name to be called. The best part was the hour and a half they allowed for lunch. That gave me time to eat and check out the new Library building downtown.

On the second day my name was called and I got my first hand experience of what Jury Selection is all about. It was a Criminal case and I was happy that I was not picked for it.

On the third day my name was called for Jury selection involving a civil case (a fender bender that involved medical claims). I was picked for this case and got to be Jury foreman. It was a short easy case that left me feeling really good going home that night because the decision that we made was a win - win for both parties.

On the afternoon of the fourth day, I was picked for another civil case (a malpractice suit against an attorney by a former client). This was a trial that was both exciting (a chance to see sharks [attorneys] feeding on one another, and very complicated. This trial took me beyond my mandatory 5 days of service into an extra half day. We reached a unanimous decision after approximately 4 hours of deliberation which gave a monetary award to the plaintiff. The Judge met with us in her chambers after the trial ended to talk to us about how we reached our decision. We also got to meet and talk with the plaintiff who was very happy and relieved with our verdict. It was then that we found out that certain "other" facts and evidence was not allowed to be brought up during the trial which was what made the trial confusing and complicated.

Our decision answered her prayers and brought an end to 10 years of hell in her life.

One of my theories on life is that "there is a reason for everything". While waiting for Jury selection, being selected for the last trial, and during that trial, I knew that I was there for a reason. After the trial, I knew that my experiences played a part in justice being served the way we all want to see it done.

During my jury time, I spent a lot of time analyzing our legal system and how it "really" works. I asked a lot of questions and talked to several people including Judges and former jurors. If you remember your High School government classes, you know that you were taught that it was your civic duty to serve on a jury when called to do so, however you were never taught what powers a jury really has.

This is what I have discovered with how this whole court system thing operates:

It starts with us going to the polls to vote. Through voting we elect our government officials. These officials are Mayors, Governors, President, representatives, council members, Judges, etc. Council members and representatives make laws. The President, Mayors, and Governors are obligated to see that the laws are carried out. Judges interpret the laws and see to it that they are enforced through the court system if necessary. In most states, jury selection is done through the voter registration records. The Jury has the final say (through trials) as to the final interpretation and application of the laws.

Thus, we indirectly make the laws of this country through our elected officials and we directly have the final say on these laws as members of a Jury. This is where the power is.

My jury experience was fun and rewarding. It did set me back a week with my work time, but I definitely would serve again. I learned many things. One is to stay out of the court

system if at all possible. If you have a claim with an insurance company, try to reach an agreement with them without bringing in a lawyer. Before you need a lawyer, look around for a "good" one that you can trust so that if the need ever arises, you will know who to contact. I was impressed with the quality and intelligence of my fellow jurors and hope that if I am ever involved in a trial that I will have the same jurors to decide my case. It is my hope with this article that when your turn comes up to serve jury duty that you do so willingly and do your part to make a difference.

To drive home the point that I am trying to make, I would like to mention a little story that I read at the Gerry West memorial service. The story was about a small boy that walked into his grandmother's kitchen and was watching her lay out the ingredients for a cake that she was preparing to make. He makes a remark about how yucky most of the ingredients are in their natural state. She explains to him that by themselves, the ingredients are unappealing, but when mixed together they help to make some wonderful things, such as the cake she was making.

In life, we are like the ingredients of a cake. By ourselves we can be plain and unappealing, but in working together, wonderful things can happen.

It was appropriate for this story to be at Gerry's memorial service. I view him as the icing on the John Penton cake. Without him it still would have been a cake, but it just would not have tasted the same. All the members of the POG are an ingredient in the POG cake. We all play a part in making it a wonderful thing.

Take a good look at your life and see how important you are in your involvement with work, family, and friends. There is a reason for everything and we all play a part in it.

MEMBER PROFILE

JOHN DURRILL

I was born in Kansas City, Missouri in 1946. My family moved to Miami, Florida in 1948 and I was raised there.

My first motorcycle was a 1956 165 Harley Davidson. In 1960, a 14 year old could get a license for a 5 brake horse power or less bike. Many kids used Vespas, Cushman's, little Harleys, and auctioned United States Mail Trucksters to ride to school and back. We often used the bikes off road to access hunting and fishing areas and for trail riding.

I graduated from high school in 1964 and enlisted in the Marine Corps in 1965. I spent 21 months in Vietnam and was discharged from the Marines in 1969, after which we moved to Tallahassee, Florida.

Having tried both the Kawasaki and Suzuki off-road bikes of the day, and finding them less than satisfactory, I bought a Sachs 125 Boondocker. In 1970, we opened a small Hodaka motorcycle shop. Shortly after meeting Rick Grant, he introduced me to Penton motorcycles, and he thought that they might sell well.

We picked up our first bikes from John Penton at bike week in Daytona in March of 1972. From the first batch of bikes, I replaced my 1969 Sachs with a Penton Berkshire, which I used for trail riding and enduros in Florida, Georgia and Alabama, and a two day trial in Virginia.

John Penton set up a school for the Sachs engine in the hotel basement, and John Cobb was the instructor. At the dealer's meeting he introduced to the group the first full-blown mini MX bike we had ever seen. It used all the trick components and parts of the Penton line, but was scaled down to fit a smaller rider. The engine was a 70 or 80cc Sachs. Some of the folks were a bit skeptical of a bike for kids costing

that much, saying it will never sell. As I look back at what has happened and what is still selling today for kids, John was way ahead of his time. I wish they had gone into production with them.

I fell in love with the CMF Penton, as we just seemed to fit each other. In the 75-100 mile local enduros we rode, it was, in my opinion, the finest purpose-built enduro bike offered in the United States. We sold Hodakas, Pentons, CanAms, and Carabellas. In the five years we owned the shop, I got to ride each of the 4 brands in at least one enduro. The Hodakas I rode in several. They took a lot of work to bring them close to what we got out-of-the-crate with a Penton. We run a lot of deep sand, mud and water (sometimes up to the bottom of the tank) in this part of the country. So what held true for my location would not be the same for other parts of the country. Modifications to get the Hodie Ace 100 B+ ready for a run would include another air cleaner (one that at least breathed under the seat), tires, shocks, and trying to waterproof the shifter case. The shifter case was a biggie that we never did get completely right. Mud and sand would work its way inside the case and into the shifter boss and you would end up with a 1 speed 100cc dirt bike. The only way to fix it was to remove the case, clear out the grains of sand, re-grease and reassemble; not a job for trail maintenance and staying within your hour. We usually added a reed kit and a bigger carb to get the power up close to bikes like the Penton Berkshire. The short wheelbase in the sand was something you could get used to, but it required a lot of concentration (chuckle, chuckle). To get one handling right, you needed about 3 more inches of wheelbase. By the time you added all the things you needed, you would have invested close to the price of a 100 Berkshire and still not have as good a package.

Another thing that the Hodaka shared with the 73/74 CanAm TNT small bores was a habit of throwing chains. The chain guides were light duty. They were easily bent and chains would get very loose quickly in a mix of sand and mud. Hit a set of whoops with a little swing arm flex and off would go the chain. On a CMF 100/125 Penton we could make the entire 75 to 100 miles without stopping to do anything, not even adjust the chain.

The CanAms were a much stronger and better made bike than the Hodies, but, they gave up a lot in weight and handling. The exhaust header to flange gasket packing had a bad habit of losing its seal quickly and would leave you with a bike that would not idle right and die while in a water crossing. You would drag/roll it out, get it started, and away you would go. To fix this you would have had to redesign the pipe to header flange something like KTM and Sachs used. The forks were not near as good as the Penton's stock Ceriani. Though when you got the nit-picky things fixed it was a good package. Just not as good in the handling department as the Penton's. The 125/175 TNT's needed a bit more wheelbase, too. I think the MX guys added a longer swing arm from a later model to fix this. To get one ready for a run we would remove the muffler replacing it with a Super Trapp (a lot lighter!), take off the headlight and turn signals in favor of a Preston Petty light, and waterproof the intake and ignition. Put on another set of tires, play with the forks and rear shocks for your weight, and it was ready.

I rode a Carabella once in a local run and that was enough for me! It was like riding my old Harley 165. They had a long way to go to make it a competitive bike.

All but the Carabella could be made into a good enduro bike if you spent enough money and time and made the modifications. But, when

you were done, you still did not have the quality that you got with a Penton out of the crate. Jet the CMF, set the suspension up for your weight and riding style, waterproof it, and you were ready for at least one season of Enduros and trail ride with just normal maintenance to do.

In early 1974 we had the pleasure of hosting a team from Penton. One young fellow they were sponsoring and I think three others in the group. I believe John Cobb was along with the group. They stayed for a week and ran in a local MX race. It was great to have people of that caliber on hand. We learned a lot during the week. The rear shock mounts were moved forward on the 250 that was to be raced. Not having a TIG welder on hand, John said we could use the Oxy-Acetylene rig with a copper coated rod. It was approved by the FAA for power frames and would hold up OK. A quick trip to the local airport gave us the rods. The shocks were moved almost vertical on the swing arm. I don't really know how much travel they gained like that, but one down hill was a 40 foot sloping drop and the bikes needed every advantage that could be had. The mounts held up well on that track. Over the week that the Penton guys stayed, we had a great time learning all kinds of tricks from them.

We sold the shop in 1976 and I went back to school. I would up doing repair and maintenance on wireless communication networks and have been doing that since 1978. In 1990, I restored a 1979 400cc KTM and got back into trail riding. Due to a lack of riding partners in the area, I finally sold the KTM in 1993.

In 2001, I heard of the Pneton Owners Group web site on Speedvision. After finding the site and seeing how many of the older riders were still active or were becoming active enthusiasts, we began to look for a machine. Since

Florida enduros tend to be characterized by mud holes and water, we knew that we were looking for a 1973 or later frame breathing 125. Rick Grant came to the rescue with a Six Days and E-bay coughed up a Jackpiner for my son, and we were off!!! Chuckle, chuckle...

Now my son and I have a 1973 Six Days with a Sachs bottom end and a 1976 KTM 175 top end, a 1975 Jackpiner, and 3 or 4 frames for future projects.

We rode our first vintage event last spring in March. The Vinduro group put on a two day, 200 mile ride on the border of Arkansas and Oklahoma across the mountain tops.



It was great to be back in the saddle again. I hope more people can put on similar events in the future.

We both started the 2002 ISDT Reunion ride, but neither of us finished. We still had a blast and will ride this year's Reunion Ride in Dalton, Massachusetts in the fall.

We still ride the trails in North Florida (try to get 20 to 40 miles in each month now on the old Pentons). We are members of the Vinduro group as well as POG, and are willing to ride any Vintage or dual sport enduro type event within 1,000 miles. That's as far as we can make it on a weekend and still make it back for work on Monday.

John Durrill demonstrating his riding style in front of a camera on his Penton Berkshire 100.

In Memory of GERRY WEST

by Alan Buchner

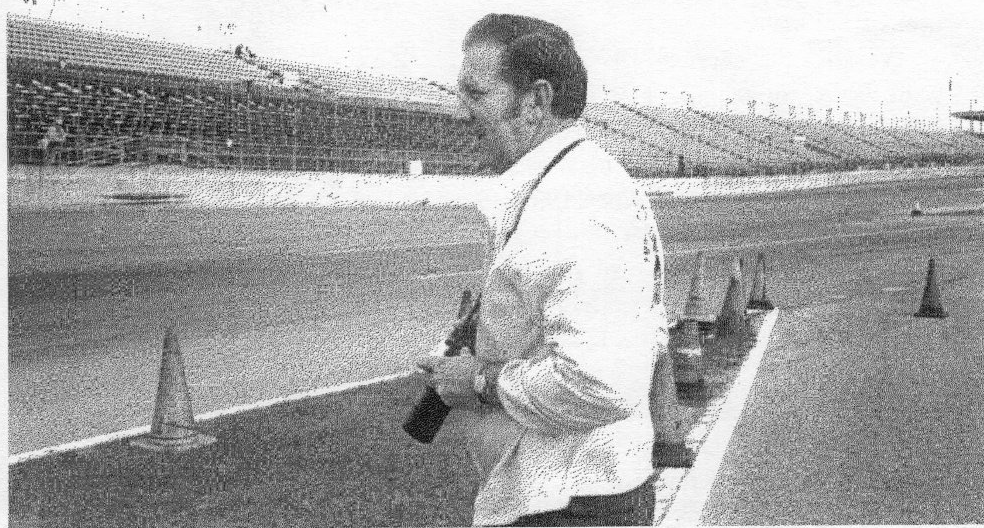
It is with great sadness that I am reporting the loss of another one of our great Penton Hero's. On January 8, 2003 Gerald West, at the age of 78 made his transition at his home in Florida. I never met Gerry in person but I did have the privilege of interviewing him on the phone for an article I did about him in our Spring 2000 newsletter, issue no. 6. A memorial service was held on Weds. January 22nd in Lorain, Ohio. It was at this service that I had the opportunity to meet his son, Donald, and his daughter, Karen. Before going to the service, I made two copies of my article on Gerry to give to his children. I was surprised to find that on a display board at the memorial were not only photos of Gerry but also a copy of my article, and a copy of the John Penton book. On a table next to the display board were also laminated copies of my article and a laminated copy of the POG newsletter cover. I had no idea how thrilled and excited that Gerry was to do the interview and the impact that it had on him to have the article published in our newsletter. His daughter, Karen, related to me how much it meant to him to be recognized and how he looked forward to receiving his copies of the newsletter.

For those of you who do not know who Gerry West was and what he did, let me quote a paragraph of my article: "He was not a motorcycle racer, never won a trophy or medal, but his endeavor has been seen by all of us and are the words never written that have recorded the history of champions in the making. He is the person that took the photographs of some of the great ones such as John Penton, Gary Nixon, Leroy Winters, George Roeder, Kenny Roberts, Bart Markel, Roger Reiman, & Dave Mungenast, that have graced the inside pages of many magazines and

even a few front covers. It is his photograph of John Penton that is being used on the front cover of the book - "John Penton and the Off-Road Motorcycle Revolution" which was taken at the 1970 six days in Spain."

His photos have graced many of our newsletters and were used extensively inside the John Penton book and the new Dick Mann book. The next time you see any published motorcycling photos, pay attention to the name of the photographer. You will be amazed at how many times his name will be mentioned.

Other POG members in attendance at the memorial service were: Al Born, John Penton and his wife Donna, John's sister - Pat Leimbach, Paul Danik, Doug Wilford and his wife Dorothy. Pat Leimbach presented a short tribute to everyone in attendance which included her thanks and appreciation and a couple of humorous stories about Gerry and John Penton. A choked up John Penton paid his tribute with the close association that he had with Gerry and their families and the important part that Gerry played with the "Penton" motorcycle with it's advertising and successes. Tears of happiness and sorrow were seen



Gerry West working at Daytona in 1971
photo by Doug Wilford

throughout the crowd during John's presentation as everyone could sense the loss that John was expressing. Gerry was like another member of John's family. He would travel to many of the race events with them, saw all the Penton children grow up, and was there at the events in the U.S. and Europe to record history in his special way.

As I mentioned, I never had an opportunity to meet Gerry in person. At the time I interviewed him, he was living in his retirement home in Florida and was planning on driving up to Mid-Ohio in July to be with us in our feature marque display. He never made it to Mid-Ohio, as he was not in good health at the time and did not have the energy to go. For those of you that saw the POG feature marque display, most of the framed photos on display were Gerry's. Without those photos, our display would not have been as exciting and some important parts of history would have been missing.

Paul Danik would call Gerry up on the phone several times a year to stay in touch with him. The way he tells it, whenever he would call, even if Gerry's "battery" was running on low, he would perk right up and find the strength to talk.

HISTORY IN THE MAKING - Amherst, Ohio - January 1968



This photo taken by Doug Wilford is titled on the back "Everyone taking pictures of John's motorcycle Jan 68". The motorcycle is the prototype Penton (the one with the smooth motor side cases with the large "Sachs" decal). The event is a photo shoot of the bike for use in advertising, brochures, spare parts manual #1, a post card, etc. L to R - John Penton (holding a pair of flood lights), Jerry West, Jeff Penton (standing), and Elmer Towne (holding another flood light). This is a rare photo of Jerry West and one of the behind the scenes activities at the beginning of the Penton motorcycle era.

Special mention of appreciation is appropriate at this time for POG member Boyd Reynolds of Idaho. Boyd took a lot of professional photos of Penton riders in action along the trails, on the side of the trails, before the start and after the finish of events. He has loaned us his photos for use in our newsletter for the past couple of years and has sent a new batch of photos from the years 1968 thru 1977 for use in upcoming newsletters. One of these days I will be contacting him for a member profile article. Thank you Boyd!

WEB SITE and MAILBOX

Dec. 5, 2002

Doug,

Gotta shovel a path to the barn and get at it.

Come snow, Come ice
Come rain, Come fog
You bet your butt
I'll be at POG

The road from Mars
Ain't fit for a dog
You bet your butt
I'll be at POG

Al and Al
And Doug and JP
They will be shocked
To see Brett and Me

For through the snow
and ice we slog
You bet your butt
We'll be at POG

Paul Danik, Mars, PA

Doug Wilford gave me the batch of renewal forms to review for info to put in this newsletter. In going through them, I came across the following comments on the bottom of some of the forms:

Jim Panzer - Appleton, Wisconsin
"It's cool to keep the Penton Marque alive! Thanks John!"

Marlon Sellen - Homer, NY
"I enjoy all the history of these bikes, especially Steel Tanker photos and tech talk. I really liked Kip Kern's photos and comments in the last (spring) newsletter. Hope to make it out this July!"

Brad Kennard - Johnston, Iowa
"As the newsletter matures it gets better. Consider want or need help ads to members? Great job."

Denny Vandecar - Okemos, MI
"P.S. You missed my name as a POG member receiving a medal at the ISDT Reunion - Bronze."
Sorry about that Denny.

Stephen Bollenbacher - Fulton, NY

"Great club, members very supportive and freely share experiences and expertise."

Glenn Leach - Louisville, KY

"Thanks to the club leaders for their efforts. It is good to see an increase in membership."

Robert Peterson - Wisconsin

"I need to correct your records. My name is Peterson, not Patterson. Thanks for your help. The newsletter is great, tech articles are my favorite."

Oops! Sorry for the error. That darn computer spell-check just doesn't catch everything.

Clifton Cook - TN

"Lot of effort put out by a few for the group to exist. I, for one, appreciate this."

Frank Reaves - Katy, Texas

"I enjoyed the Penton only Exhibition ride in 99. I think a Penton only race would be fun once a year. Maybe during Mid-Ohio. Gate us all together, but break out the classes.

We agree with you Frank, however, because of the huge rider turn out at the Mid-Ohio event, there is not enough time for AHRMA to run the Penton only class. But, we are working on a way around this. We figure that if we can encourage Kent Knudson to keep running his 250 and 400 Pentons for the next two years, the other riders will get tired of losing on that Maico, Honda, or CZ, will keep these bikes parked at home, and start riding a Penton. Thus, there will be a Penton only race with the different classes at all of the AHRMA events.

Jack Carter - Birmingham, Alabama

"Maybe go back to the old Cycle News (or others) archives and reprint coverage of enduros, hare scrambles, etc. I was never better than a mid "B" rider, but it sure as hell was fun!"

Brian Denney - Michigan

"Yes, need to advertise more parts."

Eddie Kirkland - Brentwood, TN

"I would like to see more info on Pentons for sale. I would like to purchase one or two for a collection."

We would like to see more ads for parts and bikes also, but unless you, the

members, send us the info, we cannot print it.

Debra Borer - East Aurora, NY

"I was a bit intrigued with inviting the ladies to ladies night and asking them to bake. I've been teasing my husband ... maybe he would have been happier to have me spend the summer of 2001 pursuing cooking lessons instead of my motorcycle license. Will there be a Mens night where they get to bake for us? Are ladies invited to other meetings? We both really enjoy all the stories in the magazine!!!"

Debra, we would prefer that you stick with obtaining your motorcycle license so that you can learn to ride properly and then ride one of your husband's Pentons in AHRMA's Women class and expand into some of the other classes as well. We really enjoy the baked goodies at our Ladies Night and know better than to spoil it by having the guys bring in some unidentified burnt objects that would only embarrass their wives. Besides, all the other meetings are "mens night" with Barb Wiseman sometimes being the only female in attendance. We do the "ladies night" to even things up for her once a year. Ladies are always invited.

Tim Weaver - Indiana

"Excellent club! Great magazine! Now, figure out how I can find time to get my Berkshire in shape ..."

The following members love the club, want the officers to keep up the good work, and think that POG people are great!

Michael Ezratty - Lake Worth, Florida
Dave Lindeman - Elizabeth, Colorado
Auggie Mickevicius - Clinton, Michigan
Sean Russell - Oakley, California
Rob Shofstahl - Denver, PA
Bob Garner - Colorado Springs, CO
Bill Hanks - Dover, Ohio

The following members love the newsletter:

Rod Gorzny - Lyndon, Illinois
David Lynch - Ogunquit, Maine

The following members love the tech articles, especially the restorations:
Grant Shotwell - Tunkhannock, PA
Noel Cordova - San Lorenzo, CA
Jim Trickett - Paola, Kansas

Tech Tips

Building a 175cc Sachs Motor

by John Durrill

Two men (my son Peter and I); one motorcycle; lots of help.

It started with one 1973 Penton Six-Days and a desire for a motorcycle that would suit an old, fat, out-of-shape enduro rider. Actually it just started as a winter project. A desire to have a Penton like "back when", a bike to run the ISDTR, and to ride in the woods at least once a month. We began gathering the bits and pieces to build a new 1973 125 Penton.

The frame was sandblasted and painted with PJ's KTM silver. An "A" 5-speed motor was built with a set of what we thought were NOS "A" cases. The area where the cylinder resides and transfer ports meet are much larger than a standard A or B engine. We still have not identified what the cases came from.

A trip to the Poteau Mountain Wilderness was enough to see that attacking inclines on a 125cc isn't quite as much fun as it used to be. We knew that we would need a replacement or some displacement for climbing more than sand banks.

Knowing that in the past, Penton sold "152cc conversion kits", we set about looking for parts and replacement parts (that was more of a decisive factor) to make an alloy barrel 152cc. Calls to our Penton parts vendors revealed that a stock of Wiseco pistons was available, but no replacement ring sets were available. Without a supplier for replacement rings, we started thinking bigger. We had a piston for the short cylinder (1977 and up) 175 to compare with a 125 piston. The height from the wrist pin to the top outer edge of the piston was the same. The Penton 175 used the same stroke as the Sachs 125. It looked like it would work, as long as we did not try to go larger than 1st over before replacing the custom liner that

we would have to make. Machining out the stock Sachs "B" aluminum cylinder as wide as it could be bored and have a liner machined to fit would leave us with a very thin liner.

We ordered a standard and 1st over piston. While we were waiting on their arrival we received an e-mail from an internet friend in Holland. He told us that their team used Monarchs with 175 KTM top ends in the 70's to win gold in the Six-Days. It took me only ten minutes on the phone to locate a cylinder head and pipe for the 77 top end (chuckle, chuckle).

The cylinders have the same bolt pattern, so the 175 cylinder slid almost all the way down into the case opening. Normal "A" or "B" series Sachs cases will have to have the case opening machined out to fit the 175cc liner. The inlet to the transfer ports did not line up well. Due to a lack of gasket sealing area, we had to find a local welder who could weld the rear cylinder to fill in the crankcase/ gasket sealing surface on the back edge of the cylinder transfer ports. To get the cylinder all the way into the cases, the liner had to be removed and shortened at the bottom edge with a lathe. After the transfer ports were welded up, they had to be machined flush and the bottom of the cylinder lapped to provide a level sealing surface.

The crank was balanced by Falicon. The 175cc short piston was 1-1/2 ounces heavier than a 125 piston. So some attention had to be paid to the crank balance. Based on the amount of metal actually removed, re-balancing the crank we had was not necessary. The crank was mounted with a new A-rod kit from Euro-Rods and a NOS KTM 175 63.5mm short piston.

The head we ended up using was from a 1972 to 75 175 motor. Due to differences in combustion chamber shape, we ended up with lower compression than what was standard on a 1977 and up 175.

A 73-74 Jackpiner exhaust was massaged ever so slightly to fit in the 125 frame. A clamp-on SuperTrapp was welded to a stub replacing the stock stinger, silencer combo. A 2 inch stub of 3/4 EMT was used and a shroud fabricated out of muffler tubing from the local auto parts store. Then came the fun part, building a flange type intake manifold from an Amal intake and some sheets of aluminum plate. A few whacks with the hammer to the pipe, and the carburetor fit under the pipe and above the cases.

Unknowingly, the five speed gearbox we chose provided some additional benefits with it's wider gears. We do not currently know how much stronger the five speed box is, but it was considered necessary for the 182cc version Monarchs used to run the 250 class in the ISDT.

Lots of like new and new old stock parts went into the bike to make it a fairly complete historical representation of a vintage enduro motorcycle. The blue fuel tank will be graced with a set of custom vinyl sticker that say "Six-days 175cc".

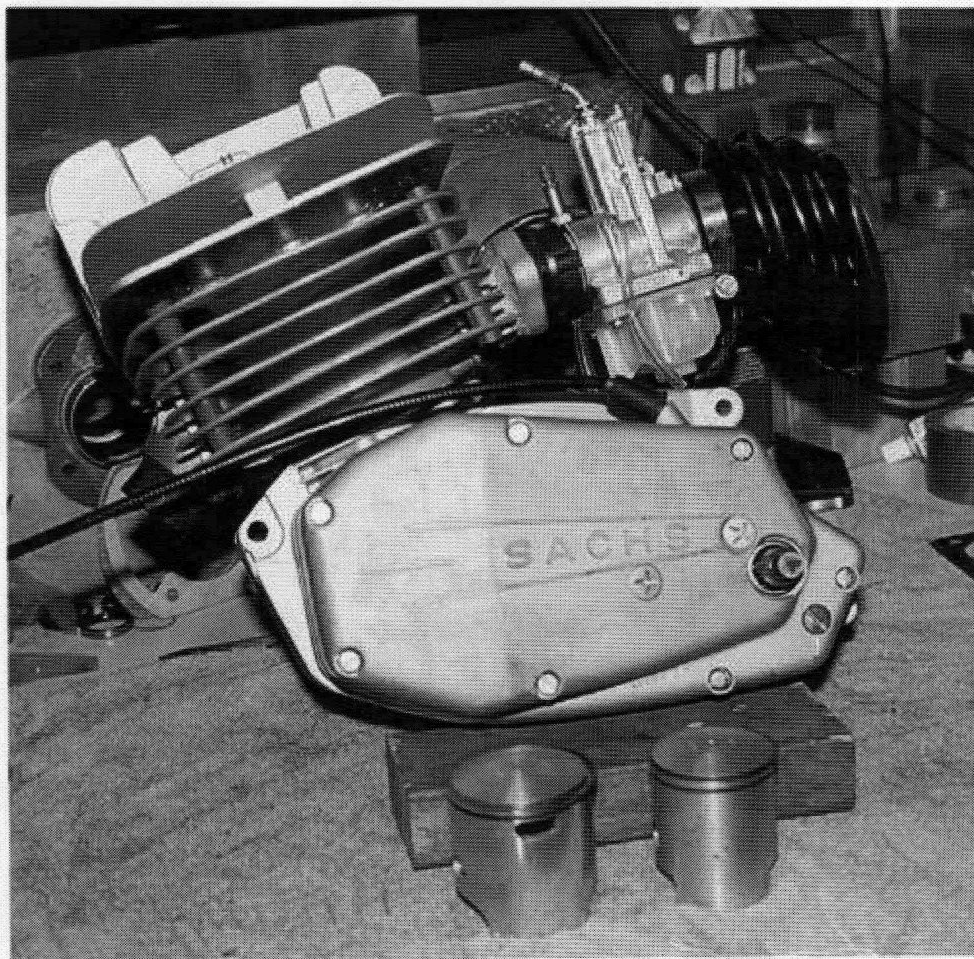
The next several weeks saw extensive testing with different Lectron needle and power jet configurations. The Lectron carb had a few eccentricities in store as we learned what we know about tuning it. The SuperTrapp, Lectron carburetor and lowered compression came together to form a power characteristic that is smooth and spread evenly throughout the power band. The engine leaves the impression of having two power bands. The first is likened to a mild trail bike. The second is like a hot 125 "B" motor with a lot more torque.

We used a Bosch Magneto (points type) from a military 125 engine. We like it better than the Motoplat. Timing is set at 3mm BTDC.

At this point in time, we have about 100 miles on the engine. It has worked out so well, that we don't plan to change anything unless we find some weakness caused by the boost in torque. We built the bike as an every day trail machine. If it holds up as well as the 125's of old, one engine rebuild is good for at least 6,000 miles with just the replacement of one ring set.

The bike weighs about 200 lbs fueled, is not as fast as a 175 Piner by maybe 4 Hp, but is a dream to ride. Old, Fat, out of shape enduro riders can go faster on it than on a stock Piner (chuckle, chuckle).

We had the help of the Lord (we did a lot of praying at times *GRIN*) and the folks on the four continents with this project. We could not have done it without the support and advice we received from the POG members, The Vinduro group, and the folks that are members of Hercules IG in Europe. Our many thanks to all of you.



TOP PHOTO

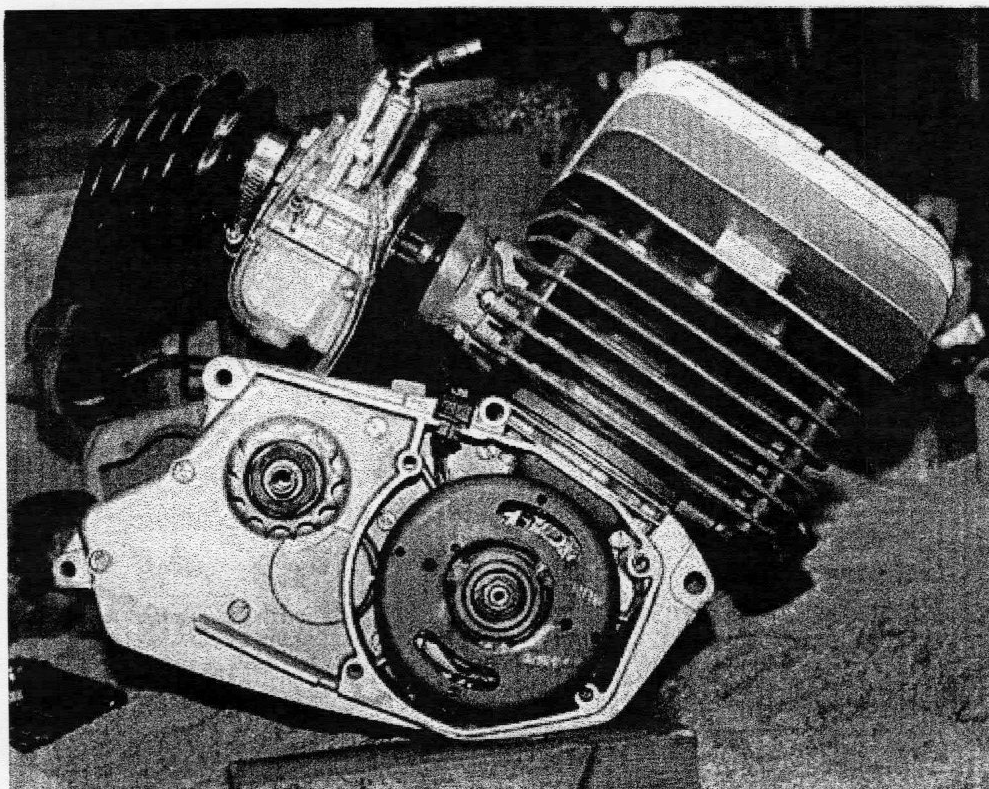
Clutch side view of John Durrill's "works" Sachs motor with KTM 175 top end. In front of the motor is a "short" 175cc piston next to a 125cc piston.

NOTE: cylinder is the shorter (6 fin) style made by KTM.

BOTTOM PHOTO

Ignition side view of finished motor showing Lectron "Power Jet" carb mounted inside rubber adapter to modified aluminum intake manifold. Ignition is provided by a BOSCH (points type) magneto.

NOTE: carb bowl on Lectron is newest style that is opaque colored (not clear) which is alcohol proof.

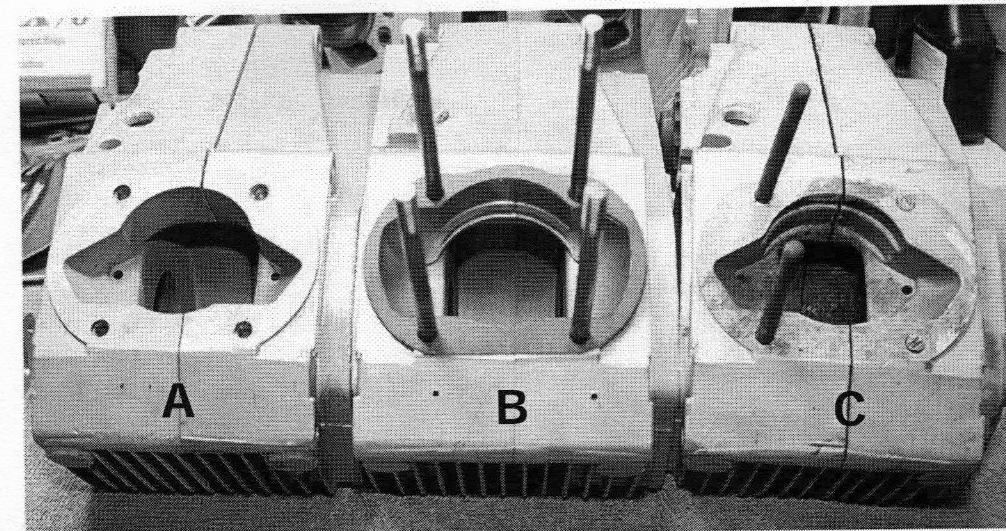


TOP PHOTO

A - Sachs motor case with cylinder studs removed and crank area cleaned up prior to modifications

B - Modified Sachs "B" motor case showing enlarged openings for transfer ports and bottom of larger cylinder sleeve. Longer cylinder studs have been installed

C - Stock Sachs "B" motor case before modifications with two cylinder studs for 125 aluminum cylinder.



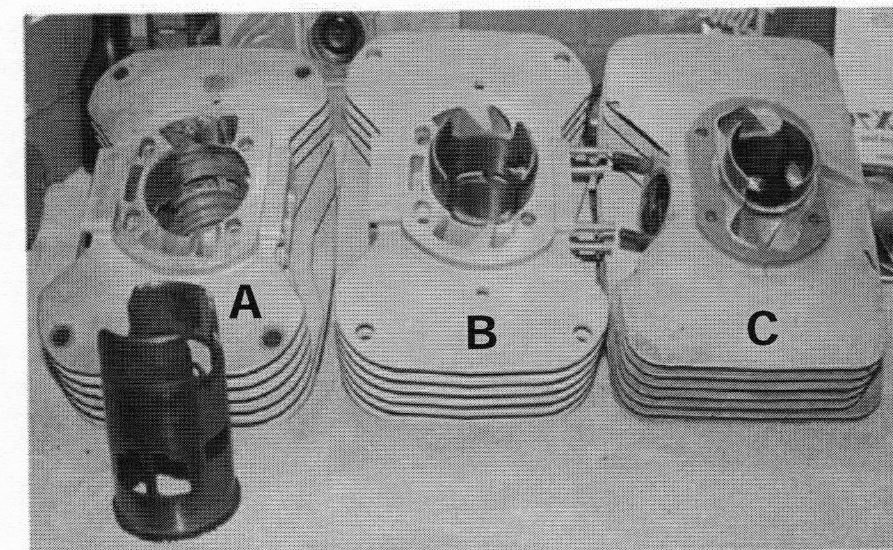
MIDDLE PHOTO

A - Stock 6 finned KTM cylinder with liner removed (to shorten bottom of skirts on a lathe) and square corners rounded off.

B - Finished KTM 175 "short" cylinder with liner installed.

NOTE: transfer ports on bottom of cylinder "A" were welded up to increase gasket area.

C- Stock Sachs aluminum 125 cylinder.

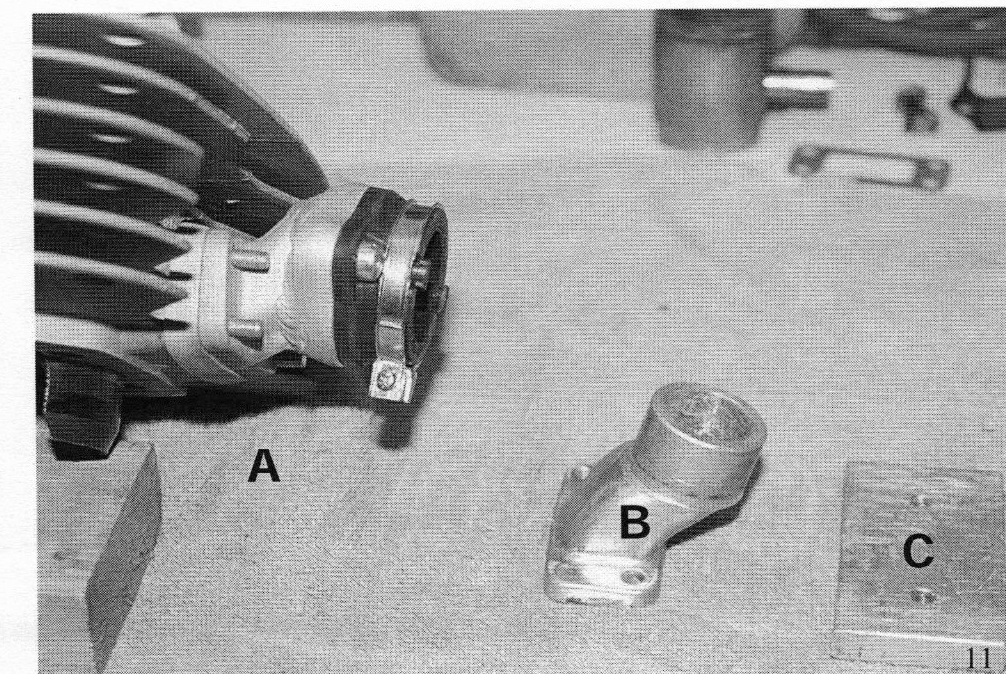


BOTTOM PHOTO

A - Aluminum intake manifold after weld-on modifications, with rubber carb mount installed.

B- Stock KTM aluminum intake manifold before modifications.

C - Aluminum plate, drilled with 2 holes for rubber carb mount, before being welded and shaped.



LATEST NEWS

Denny Vandecar, of Michigan, received a bronze medal at the ISDT Reunion Ride in October. He claims that we missed listing his name in the last newsletter, but we purposely omitted it to see if anyone pays attention to this stuff when they read it.

An end of an era has come to pass. Penton Honda in Amherst, Ohio has moved to a new location on Rt. 58 and has changed their name to "On The Edge". The old building has been sold to a used car dealer.

If you have cable TV and access to the Speed Channel, a special program was put together by Larry Meiers showcasing the "survival of KTM. More than half of the program was the history of Penton motorcycles showing how KTM got it's start and how it managed to survive while all the other European marques (Bultaco, Ossa, Husqvarna, DKW, etc.) have disappeared or been sold. KTM has not only survived, but has also been gaining market share in dirt bike sales. A copy of this program was shown at the January POG meeting and the Penton Day at the AMA meeting in February.

POGers In For Repairs

Ron Carbaugh of Texas is doing extremely well after his surgery. Ron sounds great and is anxious to get back into the swing of things.

Richard Sanders of Texas is hoping to be back home soon after having some repairs done. Richard has been out of action for awhile and is itching to get home.

Doug Wilford of Ohio (POG Treasurer) recently had a gall bladder attack and has had the required surgery. Doug is doing fine and is starting to get back to his shop work.

The above group of men all appreciate everyone's concern for them. If you know of a fellow POGer who is in for repairs, please let us know so we can spread the word.

POST CARDS

Every year we try to come up with a souvenir for each membership renewal. This year's souvenir is a postcard with a photo of John Penton and Erik Trunkenpolz and was included in the mailing of this newsletter. The photo was taken by Jerry West and was one of three of his photos that were selected to be made into postcards. It is our hope that these cards will become collector items like the two post cards that John Penton had printed in the late sixties. One is a color post card of the Penton Honda store in Amherst, Ohio. The other post card is a color photo of the first prototype Penton Six-Days bike.

Ted del Solar, of Illinois, submitted the following information:

PENTONS and The JACK PINE ENDURO

The Lansing Motorcycle Club will hold the Jack Pine on August 17, 2003 at Moorestown, Michigan. As like last year, all riders on Pentons will be able to start after all the other riders. If you would like to participate on your Penton, let Ted del Solar know (1-630-325-1859) by August 9th. This gives the Lansing Motorcycle Club time to set aside the riding numbers for us. Since this is a District 14 Enduro series event, AMA membership is required. In the past, Pentons have been grandfathered in, as regards to the sound test. If it looks street legal with lights, horn, mirror, plate, and spark arrestor, you will probably not be challenged. Just be sure to wear your helmet when you ride up to tech inspection to pick up your application form.

The date for this year's AMA Vintage days at Mid-Ohio is July 18 thru 20. The feature marque is Harley Davidson. Mark your calendars for this event. More information on the POG display and activities will be in the next newsletter.

The date for this year's 7th annual ISDT Reunion and Ride is set for October 3rd to 5th in Dalton, Massachusetts. It is the 30th anniversary of the first ISDT event held in the USA in 1973. Mark your calendar and plan to attend this event. Efforts are in the works to have all the 1973 team riders attend. It should be the biggest and best ISDT Reunion to date and a rare opportunity to meet our hero's from the past. This years event is being sponsored by the Pathfinders Motorcycle Club. The POG will be doing it's part to help out in the success of this event by setting up a special Penton display. More information on this will be in the next newsletter.

The European tour has been postponed.

On Feb. 27th, Doug Wilford received an e-mail from KTM, Austria informing us that KTM is postponing their 50th Anniversary Party to a later date, which has not yet been determined. The KTM Festival will still be held, but since the tour was planned with the POG display being set up in conjunction with KTM's 50th Anniversary celebration, our involvement will be put on hold until a new date is picked. Everyone signed up for the tour will be contacted about the change.

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

1977 175 MOTOR, w/head & cylinder - need rebuilding \$200
swingarm f/steel tank frame \$50
2 ea. 1972 175 frames \$30 each.
Bob Neruda (IL) 1-708-442-6570

Reproduction Penton & KTM
decals for tanks and side panels.
MC5 "world champion" decals.
Skip Miller (TX) 817-798-KTM1

LOTS OF PARTS for 73-74 Penton
175. What do you need?
Dave Ash (WV) 1-304-797-0116

COMPLETE SEAT for 1973
Penton Jackpiner. Like new \$125
Dave Ash (WV) 1-304-797-0116

1974 PENTON 250, red, 95%
original, runs great, rebuilt motor,
some new chrome, new seat cover
w/Penton-KTM logo \$1750.
1973 Gold air box, G.C. \$75.
Fred Cameron (CA) 1-415-485-0853

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

Ted del Solar (IL) 1-630-325-1859

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

Swap Meet - York, Pa - April 6th
Sell your unwanted Penton parts. Call
Will Stoner (OH) for info -
1-614-856-1900 ext. 1227

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 - Books, Videos & 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
On The Edge - Amherst, OH

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

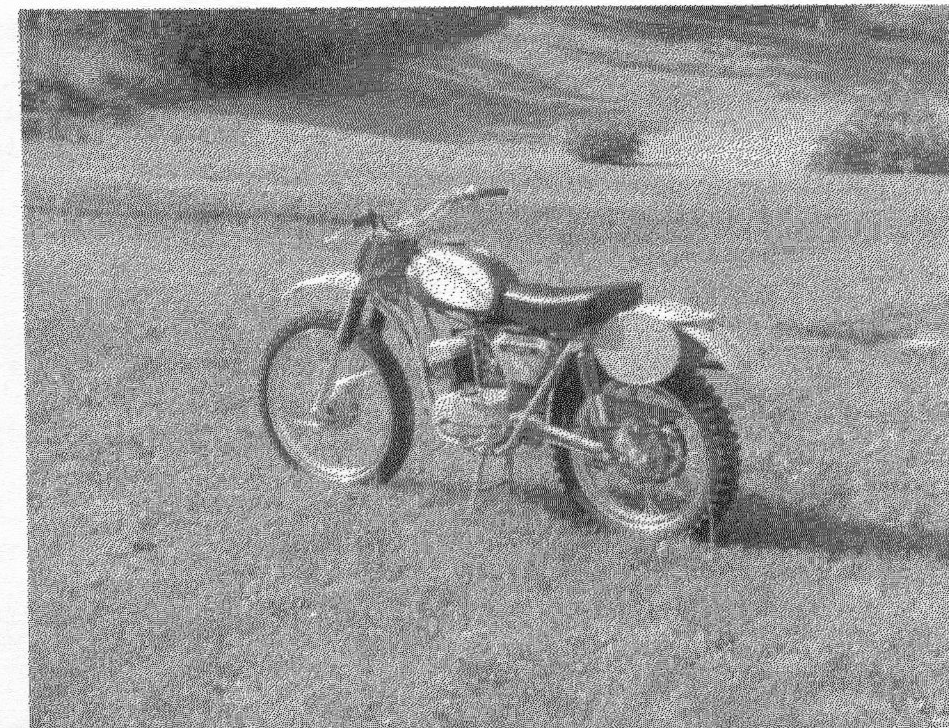
Jim Koenig - (913) 334-2410
Letko Competition - Kansas City, KS

Mike Lewis - (580) 355-2636
Mike Lewis Inc. - Lawton, OK

We have received requests to print photos of original Penton motorcycles so that everyone will have some idea of what a restored bike should look like.

John Hardin of Illinois sent us this photo of his dad's "new" 1968 Penton Six Days 125.

The rubber gaiter fork covers, short seat, air box cover, and green painted shock covers over the springs are trademarks of a 1968 model.



Meeting minutes have been removed from this document.

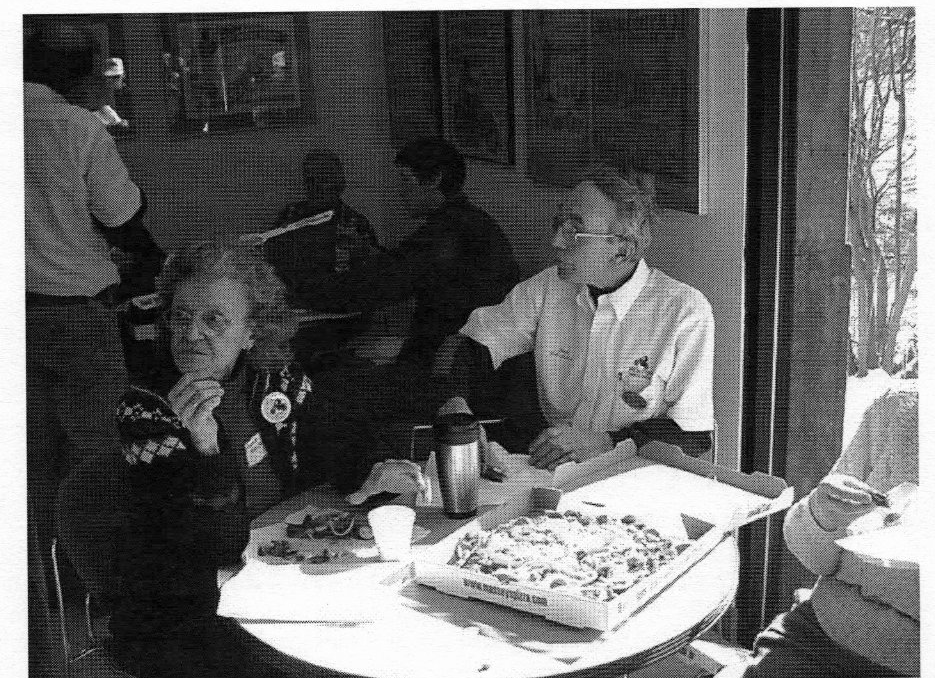


PENTON DAY AT THE AMA

photos by Bill Smith, MI

TOP PHOTO

Connie and Ted del Solar came all the way from Illinois to enjoy the great pizza served for lunch, check out the new Harley Davidson display in the museum, show off their winning 1977 250 GS6 in the outdoor Penton bike show, and learn a few things during the seminars.



BOTTOM PHOTO

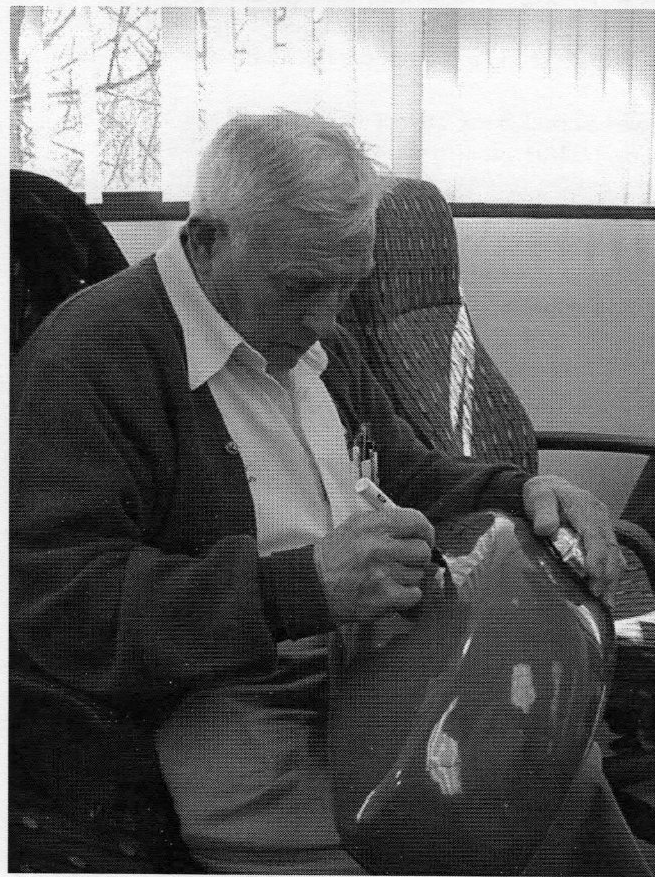
This photo was taken during Kent Knudson's seminar on "Racing old Pentons: how to enjoy them and keep them winning".

In the center of the photo is one of the many overhead transparencies that he showed during his informative presentation.

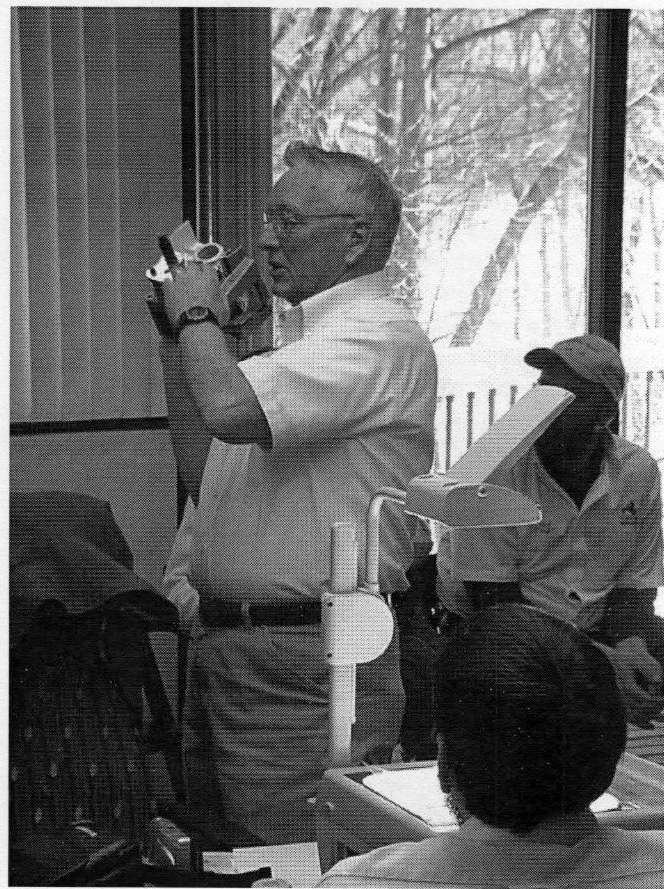


PENTON DAY AT THE AMA

photos by Bill Smith, MI



John Penton signing a gas tank can only mean one thing that Kip Kern from Indiana was at the meeting.



Doug Wilford, during his seminar on rebuilding Sachs engines. Here he is showing on a cut-a-way Sachs transmission, how the shift adjustment tool mounts on the motor and what it does.

TOP PHOTO

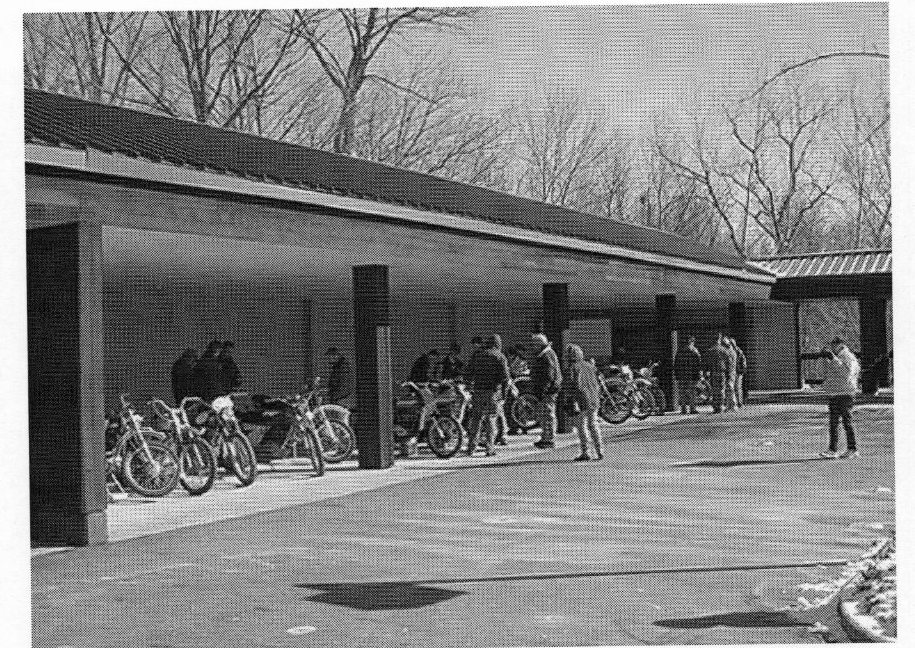
The new POG E-Z up was set up in the middle of the Harley exhibit in the museum to showcase 2 Penton motorcycles during the day long meeting.

Everyone in this photo was listening to Mark Medurski, Executive Director of the museum, during his seminar "When to preserve; when to restore". His talk was centered around Paul Danik's 1968 steel tank Penton, one of the bikes on display, which was in original condition.



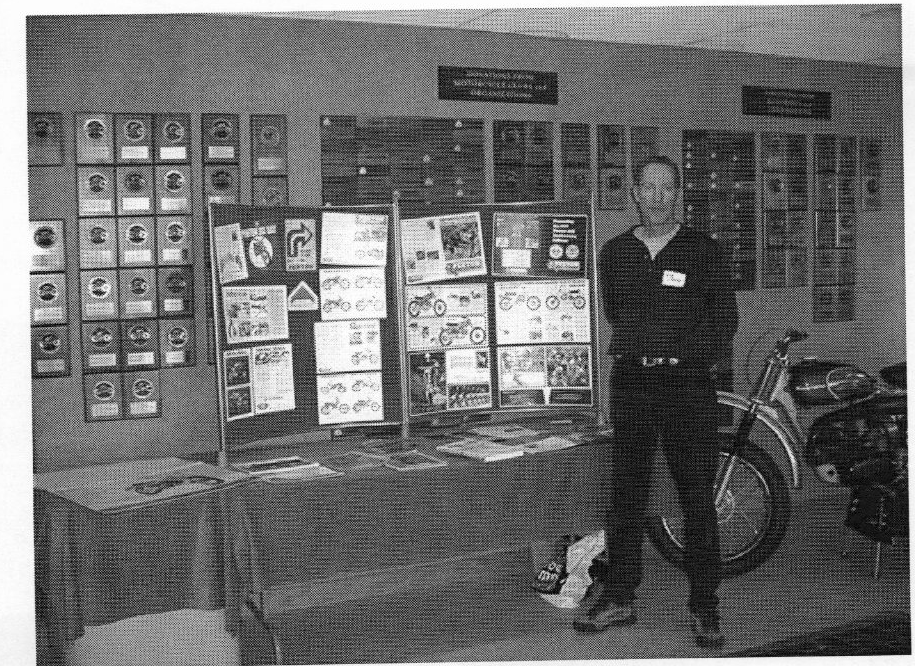
CENTER PHOTO

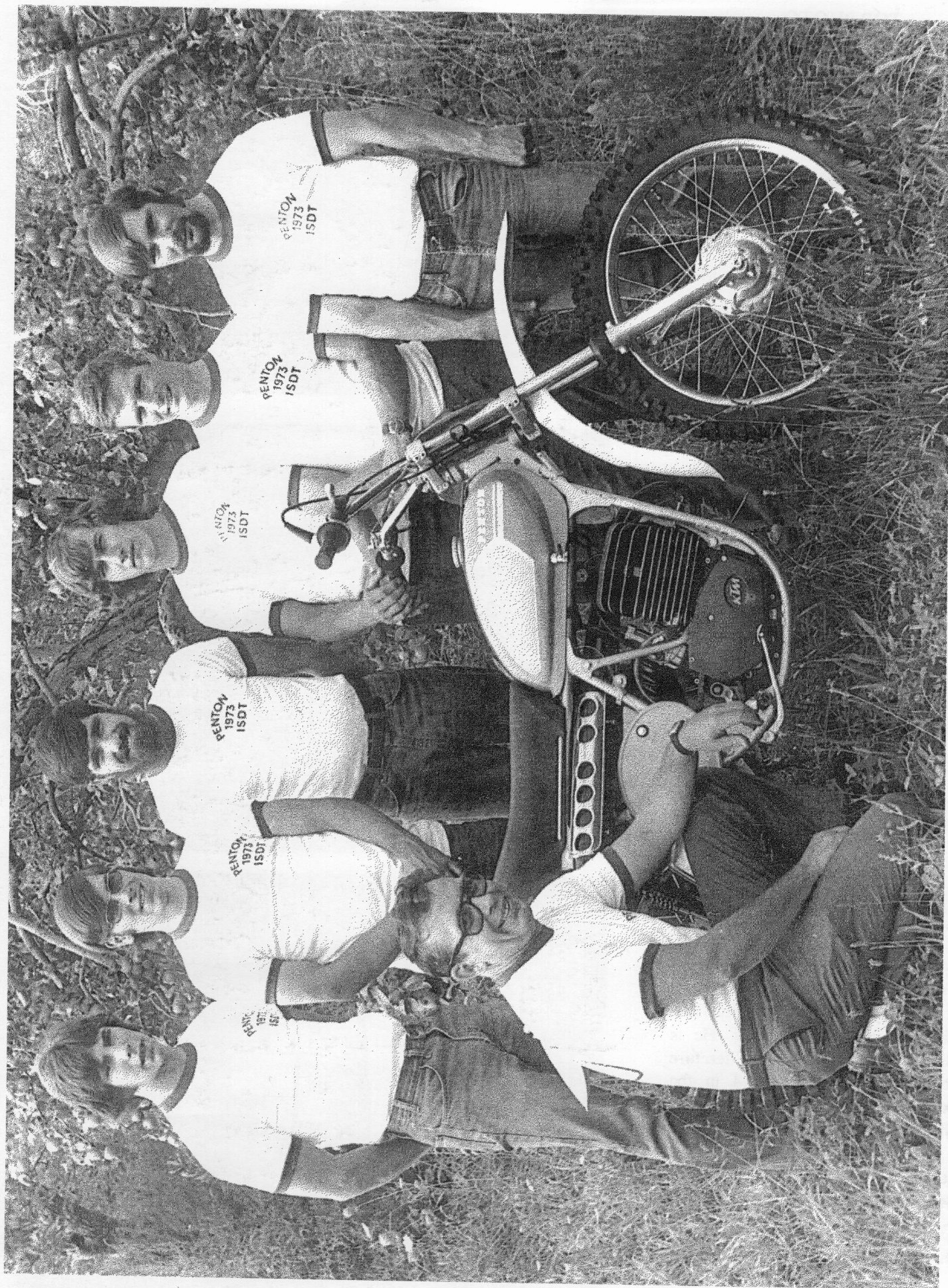
The cold, but sunny day didn't prevent approximately 15 Penton motorcycles to be put on display outside in the covered parking area during the meeting. There were a wide variety of models shown in conditions ranging from restored to rough, and from show to vintage racers.



BOTTOM PHOTO

One of POG's international members, Mike O'Reilly came all the way from Canada to attend the meeting. He is standing next to his "Penton" literature collection which he displayed in the basement of the museum during the day. NOTE: The Husky to the right of Mike is a 1966 Husqvarna 250 that was donated to the museum by John Penton several years ago.





Some of the Penton 1973 ISDT riders. Standing from L to R - Jack Penton, Dane Leimbach, Billy Uhl, Carl Cranke, Tom Penton, and Jeff Penton. Kneeling next to the 1973 Penton 175 Jackpiner is Doug Wilford. This photo was taken by Gerry West in the Penton family apple orchard prior to the event.