

Winter 2002

Issue No. 17

# *Still...Keeping Track*

Penton Owners Group Newsletter \* \$5.00



Photo of Matt Weisman riding his Penton Jackpiner at the 250 mile Little Burr Enduro in 1973.

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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**

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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](http://www.PENTONUSA.ORG)

Change of address: Give old and new address and notify us as least 6 weeks in advance.

Send address changes to: The PENTON OWNERS GROUP - P.O. Box 756 - Amherst, Ohio 44001

All information furnished herein is provided by and for the members of the Penton Owners Group.

The editor of this newsletter is Alan Buehner

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### **PRESIDENT'S CORNER**

By Alan Buehner

My helmet is off to John Penton, all ISDT (and E) veterans and anyone who rode more than one Enduro event. On October 26th I entered and rode my Penton Jackpiner at the ISDT reunion in Missouri. This was my initiation at this type of off-road riding. Twenty five years ago, my buddy John Kole and I felt confident enough with our trail riding experiences to try and ride an Enduro. We found out that one was to be held in Killbuck, Ohio in late October and decided that this was the one to ride,

especially since we frequently rode in that area at some of the old strip mines and were familiar with the terrain. We packed our bikes and gear in my van and drove down to John's brother's tree farm on Saturday, which was up in the hills about five miles from Killbuck. On Sunday morning when we woke up, we discovered that about a foot of snow had covered the ground during the night. We canceled our plans on riding that enduro and spent our time driving the 120 miles back home which took all day and involved having the neighbors son, who lived at the bottom of the hill, pull the van with their tractor 3 miles along the

county roads to the paved state route. Thus ended my attempt at enduro riding.

My goal for the reunion ride was to start and finish the event. My objective was to "have fun" sharing the trails with fellow riders with the same objective and experience of an ISDT event with it's checkpoints and special tests scoring, only at an easy 11 MPH average.

My start went off without any problems. Three or four kicks and the 175 fired right up. I had spent the prior month working preparing my bike for this event and had the timing and Lectron carb adjusted just right. I followed the tracks of the previous riders in the direction of the red arrows. When

the trail narrowed as it entered the trees, I slowed down my pace and started riding it like a trail ride. I knew that at my slower pace the riders behind me would sooner or later be coming up to pass and when I would hear them coming, I would pull over and let them go by. As they would pass, I would try and see what number they were to figure how far back I was and check out their riding style which enabled them to go so fast through all the trees.

After a few miles of dodge-em, up and down the hills in the woods, I built up my confidence enough to take the bike out of first gear and quicken my pace. It was also by this time that I came to realize that a red "X" meant that there was a rough spot along the trail ahead, not that you were going the wrong way.

I knew that I did not have to rush it to the check points and I did not want to push myself into riding beyond my capability. The tight trail was taking its toll on me. I was sitting more than I wanted, but my legs, being unaccustomed to this type of workout, were getting tired too soon and I knew that I would have to take it easy on them as much as possible to last the day's ride.

I started paying less attention to the ruts and bumps directly in front of me and focused on the trail ahead. As soon as the trees would thin out, the trail would tend to go straighter and I would get the bike up into third or fourth gear to make up some time without overshooting the turns that would come up too fast and put us back into the tight woods again. I was being passed less frequently and there were times I kept looking back, seeing that there was no one behind me, wondering if by some chance I had missed a turn and was on the wrong trail.

Before the start, like everyone else, I had to make a decision on what to wear during the ride. The temperature was in the low 40's and it was overcast and slightly drizzling. I made the wrong decision to wear a turtleneck and a sweatshirt under my Barber Coat which was fine walking around the pit area but had me burning up within the first five miles in the woods. I was relieved to reach the first check but, I only had 6 minutes to rest up, unbutton my coat and take my helmet off, and have a drink of water.

On the way to the second check, I had to stop for the start of the first "Terrain Test". The course worker wrote down my number and the time, then gave me the signal to start off. I knew that there was another course worker at the end of this special test and that they would be timing how long it would take each rider to complete that section of trail. I did not know how long it was but I did know that each rider would be going like hell to have the shortest time. I started off with the intent to pick up my pace and give it my best but gave up on that idea when I saw that this section was even tighter, had more trees and turns than the past 9 miles of trail. I wasn't in this test section more than a couple of minutes when I heard the next rider coming up from behind. I pulled over and let him pass. Soon, another rider came up, then another. I recognized one of the riders as being Jeff Smith as I pulled over (hey, my act of kindness probably earned him a gold medal, he owes me - Oh, he just gave me a wave of thanks). It was in this section that my handlebars would occasionally catch on one of the two trees that the trail went between. Since I was using a genuine Hi-Point high rise bar without the cross brace which was the full standard width, I would have to do a quick turn-lean with the bars to clear one tree then the next when the trees were close together. (I should have listened to John Borer's advice to get bark busters on the bars). That test section seemed to go on forever. I thought that it would be only a mile or two in length, but it seemed like it went on for ten miles before it finally ended. In thinking about it, why do they call it a TERRAIN test. Is it a test to see if the bike can overcome the trail or if the trail can overcome the bike?

By the time the 2nd check came up (mile 21) I was ready to give it up. My hands and legs were sore and starting to cramp up and I was getting tired from the workout. I was happy to see the 2nd check and I was relieved and somewhat amazed that I made it ahead of my time with about 5 minutes to rest. I knew that I could not continue on, and not being able to see an easy way back to the pit area (I had no idea where in the heck I was), I decided to continue on until the trail brought us to the pit area. After a couple of miles along this trail I was out

of the woods finally and in the open field near the pits. Many of the bikes in front of me were gathered at the Acceleration test area and I decided to complete this test before turning in. As each rider waited their turn to be called up, they would be directed up to the right of the timekeeper and stop. When they were given the signal they would take off down the sandy field, turn left around some stacked hay bales, then come back to the timekeeper. I noticed that each rider was slowing up too soon (in my opinion) before getting to the line that was on the ground indicating that this was the end of the acceleration test and thus they were increasing their time. When my time came, I quickly ran the 175 through the gears to the hay bales, then quickly downshifted to 1st gear as I turned the bike then quickly ran it back up through the gears as I headed back. It wasn't until I was equal with the timekeeper that I shut it down and hit the brakes which took me about 20 feet past him. They waved me on and my day of riding was finally over as I rode over and parked my bike next to my van.

Overall, I was happy with my ride. My bike took me into the woods and brought me back out uninjured except for some sore fingers. The 175 performed great, my body didn't. I learned that you have to go fast in the "real" Enduros to maintain a 24 MPH time. Standing on the pegs all the time helps you to go faster, keeps your body from getting beat up from the rough stuff, and gives you better control over the bike. By going faster, the bike flies over most of the rough stuff. By going slow you experience each and every rock, root, and bump on the trail. I also learned that the "Acceleration" test was also a BRAKE test, and that you are supposed to stop your bike between the lines not past them.

It's one thing to try and just stay on the trail, how do you find the time to check your route sheet, speedometer, and clock to figure out how far you have gone, how far it is to the next check, and how much time do you have to get there without being too early or too late?

I now have a better appreciation and admiration for what John Penton and all the other ISDT/E riders have accomplished, especially Ted del Solar who is 20+ years my senior.

## MEMBER PROFILE

### An interview with MATT WEISMAN

by Alan Buehner

*Anyone that has seen a "PENTON" motorcycle ad in one of the "old" magazines has experienced a small part of Matt Weisman's talent and the vital role that he played in working for John Penton from 1969 thru 1986. He created all of the Penton Motorcycle and Hi-Point print media advertising, as well as all of the dealer and consumer literature, such as "Keeping Track" newsletters, service manuals and parts catalogs. He maintained the dealer and consumer mailing lists, and handled all of the correspondence including the reply letters to consumer questions. He established the Penton and Hi-Point amateur racers sponsorship program. His department worked with dealers and race promoters supporting their efforts to promote the dirt bike sport. Anything that was printed for the Penton motorcycle was assembled from Matt's creative genius. His involvement with motorcycles brought him in contact with John Penton at the right time. His 17 years with Penton Imports and Hi-Point Racing Products were memorable and rewarding.*

*When did you first get involved with motorcycles? -*

My interest in motorcycles began when I started reading motorcycle magazines as a youngster. I would walk to the Elyria Harley shop in Elyria, Ohio where I grew up. I really liked the Harley Hummer.

*What was your first bike?*

My first bike was a 1957 50cc Puch Allstate. That year a new law was passed in Ohio allowing 14 year olds to ride 50cc bikes legally on the street. I saved up

\$200 from my paper route and bought the Puch new from Sears. It had two speeds and in a crouched position I could get it to go 35 to 38 MPH. After my initial year of owning the Puch, I rode my first enduro on it. I didn't officially enter the event, I just followed some of the riders for 4-5 miles and enjoyed riding the course. When I turned 16, I sold the Puch to buy a car as transportation to High School.

*Tell me more of your background history that led up to your being employed by John Penton.*

After I graduated from High School in 1961, I went to the Cooper School of Art in Cleveland, Ohio. It was a two year commercial art school. I lived in Cleveland while attending art school and worked part time in commercial art designing menus, signs, catalogs, layouts, and proofing. After graduating, I worked as the Art Director at an Advertising Agency where I was involved with television and radio ad work. I had met my wife, Barbara Strabele, when we both were attending Cooper School of Art and we began dating.

I got back with motorcycles at the end of 1963 when I bought a used Triumph Tiger Cub for transportation. I liked that bike even though I spent a lot of money and time at Sills Motorcycle shop in Cleveland, buying parts to fix it. It was at this time that I got involved in motorcycle racing. I kept up to date with Ohio race results reading the Columbus Star. My first race was an enduro held in Killbuck, Oh. I rode the Triumph, but only went a mile or two because I had sport tires on it. I bought knobbies for the Cub after that race. It was at this race

that I became aware of John Penton, who was also riding. I went to a race in Michigan where I met Russ and Riba Steers who became our good friends. Russ was an enthusiastic Michigan enduro rider who rode a BSA.

In 1965, I rode the 500 mile Jackpine Enduro for the first time on my Triumph. My ride lasted only a few miles from the start in downtown Lansing, Michigan. I decided to listen to Russ, sold the Triumph and bought a new BSA 350cc. It worked well for racing and I rode it in a lot of enduro and scrambles events. As I entered more off-road events, I became better acquainted with the history of John Penton and the story of his racing career.

Barbara and I were married in 1965 and we moved from Cleveland to Elyria, Ohio, my hometown. I had picked up a job there working for American Standard doing their catalog work. Barb had been working for the Bailey Company and the Halle's Department Store as a fashion illustrator. After our move to Elyria, Barb worked for Higbee's Department Store doing their window displays.

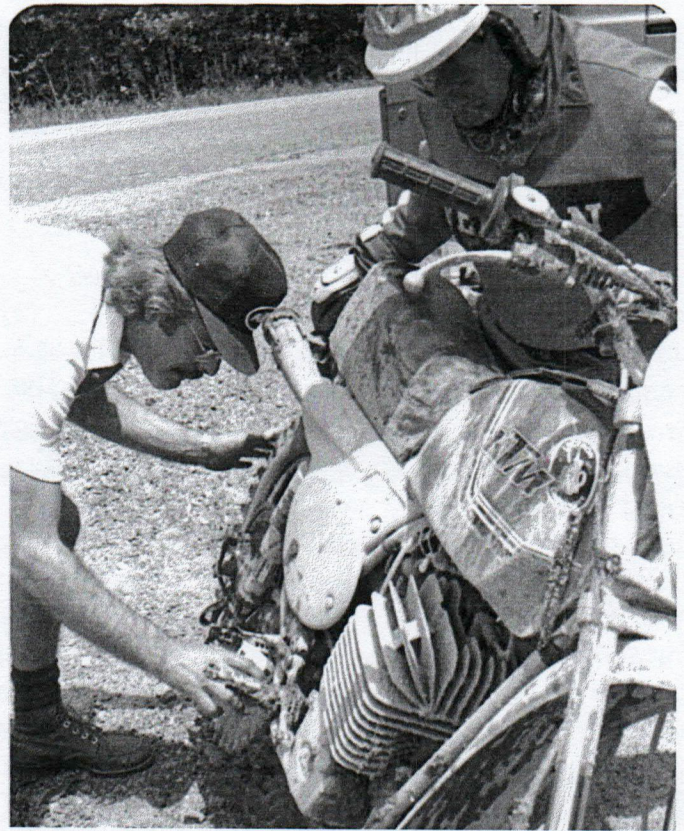
In 1966 I had quit my job at American Standard and had taken a job with Zarney Advertising in Medina, Ohio. We moved from Elyria to La Grange and discovered that the Sportsman Motorcycle Club had a TT Scrambles track nearby. Barb and I joined their club and it was at one of their events that I officially met John Penton. I first met Al Born at this track when he was racing scrambles. I would submit the club's race results to the local papers.

*right photo:* Matt and Barb Weisman at the Penton Christmas party in 1979.



*center photo - left:* John Penton and Matt Weisman at John's induction into the AMA Hall of Fame ceremony in 1999.

*center photo - right:* Matt checking out the chain on John Penton's bike at the 250 mile Little Burr Enduro in 1979.



*bottom photo:* Matt and his daughter Tammy in 2001



*When did you start working for John Penton?*

In 1967, Barb and I opened our own Advertising Studio in Elyria. We were still involved with the Sportsman Motorcycle Club events and John Penton began to bring his new namesake bike out to the Sportsman track. Through our Studio, I did some of John's artwork for the new bikes and was writing race results articles in John's motorcycle paper. By late 1969 John needed repair and parts manuals to get and keep his bikes running. He and I worked out a deal for me to work exclusively for him. I set up a studio and dark room at the Colorado Avenue building in Lorain, Ohio and shut down our Advertising Studio.

*What was the most exciting thing that you have done in regards to motorcycle racing?*

Before working for John, one of the craziest things that Barb and I did was to promote the first ever Professional MX race that was sanctioned by the AMA. We invested our own money in advertising, press releases, banners and posters. It was held at Dick Klamforth's track in Delaware, Ohio. Dick Mann and Gunner Linstrom rode in that event along with many Ohio riders. We ran two classes, 250 and open. The event was exciting and attracted a large crowd, but we decided that was the first and last time we would ever do anything like that.

*Did you still continue racing while working for John?*

I was involved in motorcycle racing almost every weekend, for both recreation and business. We did it as a family. Barb enjoyed the sport and did a lot of pit-crewing for me. Our daughter, Tammy,

nearly always went with us to the races, also.

Before joining Penton Imports, I had sold my BSA and purchased a Bultaco. After coming on board with John, I rode, in order, a Husqvarna, a Puch and a 1973 175cc Penton. I quit riding in 1974 after suffering a slipped disc that had me in traction for a month.

*What were some of the events that you competed in?*

Among the many were the Blackwater, 250 mile Little Burr, 500 mile Jack Pine, Lonesome Pine, Burr Oak National Enduros, Berkshire, most eastern eduros and untold number of scramble events. I never rode in the Six-Days, but did some of the qualifiers.

*Did you travel to many of the Six Day events?*

Yes, I was at many of them during the Penton era and made movies and photos of the events for John. The first movie I ever shot was the 1972 Berkshire 2-Day National. It turned out good even though it was 45 minutes long. I did the editing, story line and voice over. Barb helped with the sound and work. Three or four copies were made and sent around to Penton dealer open houses and seminars. That movie was expensive to make, but was worth it in the positive PR it created. I do not know what ever happened to the reels for that movie.

In 1973 I filmed the Six Days in Dalton, Mass. with Barb, who contributed the drawings that appeared in the introduction. In 1974, Barb and I were at the Six Days held in Camerino, Italy, where I made a film of the events. I also filmed the 1975 Isle of

Mann Six-Days and the 1976 Austrian Six-Days. The 1976 film was never put together. That was just before the end of the Penton Motorcycle era and we knew that it would be a waste of time and money to try to promote it.

*When did you wind up leaving Penton Imports?*

I left Penton Imports at the end of 1986. I had gotten a Job working for Webb Stiles in Valley City, Ohio. It is a manufacturer of custom engineered conveyor systems and I have been working there ever since. I enjoy my position as Sales and Marketing Manager.

*Both you and Barb have been involved with the Penton Owners Group after it was formed. What is it that attracted you to it?*

After I left John's organization at the end of 1986, I had no more contact with motorcycles in the years following, until Paul Danik called to tell me about the newly formed Penton Owners Group. He told me of the group's aim to preserve the history of the Penton Motorcycle and that appealed to both Barb and me.

## **PENTON IMPORTS**

*Importer of Penton Sportcycles  
Eastern Distributor  
Husqvarna Motorcycles*



**MATT WEISMAN**  
*Advertising Manager*

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## LATEST NEWS

### KTM ARTICLE

Check out the newsstands or your local dealer and grab a copy of the July 2002 issue of DIRT RIDER magazine. There is an article in it titled "From Rags to Riches" telling how KTM emerged from near-death to become a powerhouse in the sport. There are many photos of Penton riders and also the John Penton tie-in with KTM.

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### 2001 ISDT REUNION

Another magazine to look for and grab for your collection is the January 2002 issue of TRAIL RIDER. On page 24, there is an article titled "Gathering of The Heroes" which has photos and talks about last year's ISDT/E Reunion Ride in Missouri. One photo shows Ted del Solar racing his Penton during the MX race, another photo shows Larry Perkins trying to sell some part to Doug Wilford and his wife at his vendor's booth. If you look closely at the photos on the bottom of page 24 you will see Matt and Barb Weisman (hint, Matt is the one holding the cup of coffee at the start of the ride on Saturday morning). A big thank you goes out to TRAIL RIDER for giving away a copy of this magazine to every ISDT/E Reunion rider that signed up to ride this year's event.

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### PENTON DAY AT THE AMA

Mark your calendar to attend the POG's 2nd annual meeting at the AMA Museum on Saturday February 8, 2003. This year's event has been planned out by Ed Youngblood and Paul Danik with the co-operation of Mark Mederski, Exec. Director of the

Museum. It promises to be a fun and educational event. The doors to the Museum open at 9 AM. Admission is \$5 but you can save a \$1 if you show your AMA, AHRMA, or POG membership card. A short business meeting will start at 10 followed by seminars. A free lunch (pizza and soft drinks) will be served. Check out the "classified" section of this newsletter for the agenda for this annual event.

Don't forget to bring a bike or two to display when you go. Bikes will be displayed outside in the open garage next to the Museum. Got a junker Penton? Bring it along to show what a "real" dirt bike looks like, along with those nice restored Pentons.

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### KTM V-TWIN ARTICLE

If you are interested in KTM's newest bikes and were wondering what is happening with their new V-Twin motor and bike, look for the July 2002 issue of MOTOR CYCLIST magazine. In it is an article titled "KTM Goes Big". It talks about the design and development of this exciting new motor and how it will be used in KTM's model line up. Prototype bikes have been built and are being tested by the engineers. Several prototype bikes powered by this new motor were ridden in the 2002 Paris to Dakar rally and one of them won the event. The author of the article took a test ride on one of these bikes and he also wrote a side article of his experience test riding it.

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### VINDURO BOOK

Ed Youngblood is exploring the feasibility of producing a book about the history of off-road motorcycling in America, and the recent emergence of the Vintage Enduro Movement.

The book that he envisions would be a large format "art book", which would contain a history of off-road motorcycling, black and white historical photographs, and a "gallery" section containing large, full-color, studio quality photographs of off-road motorcycles from the collections of vintage enduro enthusiasts throughout America.

If you would like to see your pride and joy appear in a high-quality, large format art book check out the POG website for more detailed information.

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### RON CARBAUGH UPDATE

POG member, Ron Carbaugh of Texas, is recovering after he received a liver transplant in September. He was experiencing pain and discomfort after the operation. When x-rays couldn't show the cause of this problem, the doctors opened him back up and found a surgical sponge hiding inside him. Ron is happy to be alive and so confident in his recovery that he sent in his deposit for the POG European Tour in June. We are looking forward to seeing him on the trip. Cards and letters can be sent to Ron at: P.O. Box 272444 - Houston, TX 77277

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### EUROPEAN TOUR UPDATE

Speaking of the POG European tour, it was announced by Jack Penton at the November POG meeting that the dates for the tour have been changed. The festival, for the past 4 years, has been on May 1st and the organizers for this year's festival decided to move it to June and we were the last ones to find out about it. The new dates for the tour are from Thursday June 19 thru Friday June 27.

If you are not signed up for this tour there is still time to do so, but do it now! Call Alan Buehner at 216-651-6559.

## ISDT REUNION

by Alan Buehner

The ISDT Reunion was held October 25th thru the 27th at St. Joe's State Park in Missouri. Friday was bike impound day and as riders arrived to unload their bikes, old friends and the curious would gather around to catch up on the latest news and check out the bikes.

Ted del Solar won the "confidence" award for the first bike to be placed in the impound. He knows his 77 Penton 250 GS well enough to know that it will run no matter what happens. It sat all alone for more than a half hour before the other 154 bikes started appearing. There were 25 Penton motorcycles entered in the event.

Each rider was presented with a bag full of "goodies" at the sign-up provided by sponsors of the event.

The weather on Friday was promising with temperatures in the upper 40's, cloudy skies, and without the "Desert Storm" winds of last years event.

A cook-out was available next to the sign up tent. The food was very good and made it convenient for everyone to satisfy their hunger and be able to sit around and swap stories.

Saturdays start was overcast with a fine misty drizzle and temperatures in the lower 40's. It would be a fine day for riding, without the heat and dust. After the morning riders meeting, the first wave of bikes were lined up at the starting line for the traditional show of "who's bike won't start". The spectators were left disappointed as all the bikes pushed to the line were started within 1 to 25 kicks.

One of the special tests, the acceleration/braking test, was set up near the pit area which attracted

a small crowd of spectators at around 11 am. Another gathering spot was at the end of the run by the starting line where people eagerly waited to see who was finishing the days 50 mile ride.

Saturday's ride was topped off with a banquet at the Eagles Lodge where there was plenty of seating and elbow room. Old motorcycle racing movies were shown during the long wait in the food line and there was plenty of time to obtain autographs. Dick Mann was one of the most popular people there with many requests for autographs on his book that Ed Youngblood was selling during the event. Mike Vancil was master of ceremonies for the evening's entertainment. Several major awards are given out each year to recognize persons within the sport or the industry who have made significant contributions to America's involvement in the ISDT/E and to the ISDT Reunion Ride. The Bud Ekins "Pioneer" award went to Dick Mann. The Al Eames "Mr. ISDT" Award went to Vern & Sara Street. The Leroy Winters Memorial Award went to Jack Penton. The Marcia MacDonald Team Manager Award went to the Missouri Mudders.

After an hour of tall tales, and special recognitions everyone called it a night to rest up for Sunday's ride.

Sunday was almost a repeat of Saturday's weather, without the rain. After the riders meeting, the bikes were again lined up for the start of a 30 mile ride. The spectators were treated to a couple of good shows. The first one involved a British bike, a Rickman Metisse, that the rider pushed past the start line, laid it on the ground, then began pouring a gallon of hot

water on the cylinders. This unique starting procedure apparently worked for the bike fired up on the first kick and the rider roared off. The star of Sunday's start was Dave Mungenast. Dave was able to start his Rokon at the start line, but the bike only went about twenty feet before it died, leaving him at center stage for "viewing". After a few minutes of arm exercising and a new spark plug, his bike came to life and he was off.

After the last rider left on Sunday morning, about a dozen bikes were still scattered throughout the impound area, for whatever reasons.

As the riders arrived back, they immediately began preparing their bikes for the MX races. The MX track, laid out by Dick Mann, was in the same spot as last year's event on the other side of the entrance road, next to the pit area. It was composed of soft deep sand which made it challenging and very competitive.

At the end of the MX races, the scores were tallied up and the awards were handed out.

The following POG members received medals:

Ted Landers (MO) - Gold  
Dave Lindeman (CO) - Gold  
Dave Mungenast (MO) - Gold  
David Sanders (IL) - Gold  
Ted del Solar (IL) - Gold  
Jeff Titzer (IN) - Gold  
Rik Smits (IN) - Gold  
Rick Grant (FL) - Silver  
Bill Patton (KS) - Silver  
Karl Schneider (OH) - Silver  
Chip Thomas (IL) - Silver  
Mark Annan (MO) - Bronze  
John Borer (OH) - Bronze  
Mike Lewis (OK) - Bronze  
Bob Wardlow (MI) - Bronze

## WEB SITE AND MAIL BOX

*A big welcome goes to Ernest Kearns of Georgia, one of our newest members. He is an insurance agent for Nationwide and sent in the following info about his Penton experience:*

My step dad bought a green Six Days 125 in the early 70's. Sold that to Alec Davis in Georgia - they probably still have it. Before I had a clue, I mixed transmission fluid with gas. I was still in high school. My step dad, Mo Turner, was an Eastern Pilot. He was on a trip at the time, He had to rebuild the engine and I learned a few "facts of life" because of that!

We bought the current bike, the 175 Jackpiner (blue) later from H&H in Mableton. The same place he (Mo) bought the Six Days. Mo covered both with duct tape and it preserved the paint job to this day. I have it exposed now. My cousin, Charles Ray, still races. He told me about

your web site. I look forward to being "in the loop".

Mo and Peggy (mom) bought a farm before I finished high school. We spent many great hours riding on our place (herding cattle) and on fire breaks in the woods owned by the lumber companies.

My daughter Kyndal helps show the bike (see photo of 8/26/02).

Best Wishes

Ernie Kearns



Oct. 8, 2002

Dear Sirs,

I just wanted to let you guys know that less than three years after he reluctantly gave up his KTM/ Penton franchise, Richard Sanders now has two KTM locations. The worst part of selling the Cycle Shack to Lyle Lovett was giving up KTM since Penton started Richard in business in 1969. He wanted to put KTM in his Katy, Texas store but it was just too close to Lyle. So, KTM opened at Cycle Shack North in Conroe, Texas. Now, thanks to the new owners of Lyle's shop, we now have KTM at Wild West also. Many of the old Cycle Shack people now work at Wild West, so we are as excited about this as Richard. Penton roots run deep.

Frank Reaves - Texas  
POG member  
Wild West Honda



John Borer pushing his 1975 Penton 250 out of the bike impound to the start line of the ISDT Reunion Ride in Missouri on day 2. John won a bronze medal in the Historic GP, Ultima Novice Class.

photo by James Borer

## 5th ANNUAL HALL OF FAME INDUCTION CEREMONY

by Al Born

Some of you readers may or may not remember the article that I wrote for our newsletter last year about the 4th annual Hall of Fame induction ceremony. Anyway, the article ended stating that my only regrets were that I had missed the first three, so I planned way ahead of time to attend this years 5th annual banquet, Motorcycle Show and Induction Ceremony. The Councours Motorcycle Show was an added feature this year and I will write about it later in this article. Even though there were fewer inductees this year, I think there may have been more people there for the banquet than there was last year. The delicious food was served at the bottom of the stairs as it was last year and the downstairs meeting room and the outdoor patio were soon filled. Many people were standing and using the patio hand railing for a place to set their plates, my wife and I included. I even noticed a few people sitting on the stairway as they ate. The evening seemed to go by very quickly as we visited, took pictures, signed autographs and I am sure that there was some "bench racing" going on also.

One of the high points of the evening for me was getting to meet Mrs. Will Davis, their son Cole and both her and Will's parents. I had the pleasure of meeting Will back in the early '80s and watching him race at Jacksonville and Barbourville, Florida, as well as at Mineral Wells, W.V. in the late 80s and early 90s. Also, I visited at length with Will at the Motorcycle show in Cleveland a few years ago as he was representing ATK at the show. Will gave me a very nice autographed picture which I proudly display on my "Race Board" in my garage at home. I talked with Wills father for several minutes at the banquet and he told me a few of the many ways that Will worked with the Pediatric Kids in hospitals in Daytona, Indianapolis, Springfield, and San Diego when he would be racing in those areas. Later I talked with Rhonda about this and she shared with me that Will would make visits to the kids and take them caps and pictures which he would autograph for them. Rhonda says that Benson Ford of the FOMOCO family sponsored these visits and that he also sponsors the same program for Robbie Buell of Indy Car fame. This was only one of the many things that Will did for the kikds. It makes me proud

knowing that the company (FORD) that has put bread and butter on my table for nearly 48 years is so involved in helping others.

It was also a pleasure to visit with the Singleton family including Dales father and brother "Toot" as well as a couple of their close friends. I was fortunate enough to have a VIP pass at Daytona in 1981 when Dale won it and I spent some time that day in the "Pig Farmers" pit area. I told them that I had spent a lot of time with Roger Crump (who was from their home town) while he was working for the Kennedys in Elyria, Ohio. Roger was doing a lot of "Flat Tracking" then and I went and helped him at some of the races. The Singletons are "Plain Old Down Home Folks" and are a pleasure to be around. I also enjoyed visiting that evening with many others including Bill Baird, Lars Larsson, Dave Mungenast, Mark Mederski, and Mr. Ed Youngblood.

We left the Museum at approximately 9:00 p.m. and checked into the motel for a good nights rest and awoke at 6:00 a.m. with rain pelting the motel window. After a bite to eat, we went over to the Museum to find ourselves behind several vans and trailers waiting to get close to the garage area to unload their "Show Bikes". I was amazed at how many brought their bikes out in the nasty, rainy weather that morning. According to Ed Youngblood and Mark Mederski, there were approximately ninety entries which was judged in six different classes, consisting of American, British, Other European, Japanese, Competition and Specialties/Custom. The "Best of Show" award went to John Lovat for his 1966 BSA Spitfire Mark II. The garage area was filled with beautiful bikes and the sidewalk area along the Museum was filled with Competition bikes.

Another new feature of the week-end was a "Hall of Fame Induction Ride" which started at the Quaker Steak/Lube restaurant on the north side of Columbus and consisted of about a 35 mile route. Due to the nasty, cold rain that morning, there was not a lot of participation in this ride and I can easily understand why.

A few tables had been set up in the basement and some of the inductees as well a past inductees were seated to autograph the programs that were furnished by the AMA Museum. At one time there were several people standing in line waiting to get their autographs.

The Induction Ceremony began at 2:00 p.m. in the big white tent down by the entrance road. The medals

were given out in alphabetical order and Mrs. Davis and her son Cole were second on the list to receive Will's medal. This was a very touching time of the ceremony as well as when Donnie Schmit's wife came forward to receive his award. These two beautiful ladies showed much love and esteem for their late husbands as they made their response, which brought tears to many eyes throughout the big tent. On the funnier side of the program, Lars Larsson brought much laughter as he told some very funny stories about when he first came to the United States. He told of some of his traveling problems as well as problems he had ordering food in restaurants because he was not well educated in the English language at that time. At the end of his response, on a more serious side, he told how Edison Dye and John Penton had took him into their homes and helped him to adapt to the American way of life. Another very interesting time during the Induction Ceremony was when Dale Singleton's father and brother accepted his medal. Dales brother "Toot" gave a very funny but tearful talk about his brother Dale and some of his "antics". I am very sure that every inductee was truly deserving of their awards, but Will Davis, Donnie Schmit, Dale Singleton, Lars Larsson, Doug Domokos and Jeff Fredette were extra special to me because I had seen them in action several times. I was hoping to meet Freddie Marsh who is now 102 years young. He was unable to attend due to a fall he had recently, but his nephew was there to represent him. Among the other inductees were racers, tuners, dealers, photographers, inventors and three ladies who had done some historic cross country rides many years ago.

Immediately after the Induction Ceremony the plaques were awarded to the winners of the Concours d' Elegance Motorcycle show. I want to thank Mark Mederski, Don Emde, Tom Lindsay, Steve Dance and all the others at the AMA that worked so hard to make it such an eventful week-end by honoring the many diverse people who were inducted into the "Hall of Fame Museum", that have helped make motorcycling what it is today. All of the events of this week-end certainly helps to preserve the history of Motorcycling and my hat is off to all who helped in any way to make it the success that it

was. As I conclude this article, I again have regrets and those are that so many of the inductees are no longer living to enjoy and share the honors that were bestowed upon them by the AMA on this day.

This years inductees were:

Russ Darnell	Will Davis	Marty Dickerson
Doug Domokos	Ed Fisher	Jeff Fredette
Lars Larsson	Walt Mahony	Freddie Marsh
Reg Pridmore	Syslvester Roper	Donny Schmit
Dale Singleton	Bessie Stringfield	
Adeline & Augusta Van Buren		

*Editors note: I had the opportunity to attend this years event also and was looking forward to meeting one of the inductees, Walt Mahony. Walt spent more than 40 years of his life photographing professional and ameteur racers in action in California and at some occasional professional dirt track races in the midwest. I met Walt a couple of years ago at the Springfield Mile Race where he was selling copies of his photos. I purchased photos from him of Mike Kidd and Frank Gillespe riding their Penton/ KTM short track bikes. I was saddened to learn at the Induction Ceremony that Walt had passed away around Labor Day.*

*I also had the opportunity to have met Doug Domokos several years back at one of the International Motorcycle Shows where he was demonstrating his riding skills as "The Wheelie King". Doug was one of this years inductees that is also deceased.*

*My thanks and appreciation go to this years inductees and the past years inductees who showed up for this event, as well as those who worked behind the scenes to make it happen.*



**Our POG meeting for Thursday January 9, 2003 is "Ladies Night".**

All members attending this meeting are encouraged to bring their wives to this entertaining evening. Our guest speaker will be John Penton's sister, Pat Leimbach. The meeting will start at 7:00 p.m. and will be held at KTM, USA - 1115 Milan Avenue - Amherst, Ohio.

## Tech Tips

### How to Set Up a Winning Penton (Part III) Parts and Accessories

by Kent Knudson

Now that we've outlined both the engine (Part I) and chassis (Part II) set up, it's time to address all of the remaining components that were used to build the Pentons that Kevin Brown and Gary Roach rode to their AHRMA National Championships. As I stated in Part II, we have tried very hard to retain the original components and overall appearance of the Penton motorcycle. All of the following components (except the tank) are readily available and the only modifications made to them were for added reliability or ease of maintenance.

I would like to thank Alan Buehner, Karl Schneider, Larry Perkins, Barry Higgins of H & H KTM, Robbie Jenks of Athens Sport Cycles, James Giddings of Giddings Machine Racing and, of course, Kevin Brown and Gary Roach for their input and assistance with these components.

**HANDLEBARS** - We've had good luck with the Renthal #666 (seriously!) 6" motocross bar, which is the tallest off-road bar Renthal America imports. Renthal handlebars are made in the UK with very high quality aluminum alloy that is strong yet resilient in a crash. Kevin has crash tested these bars repeatedly and we're still on our original set!

**CONTROLS** - I originally purchased Magura split perch lever assemblies and a Magura 312 "side pull" throttle assembly from H & H KTM, but Magura USA

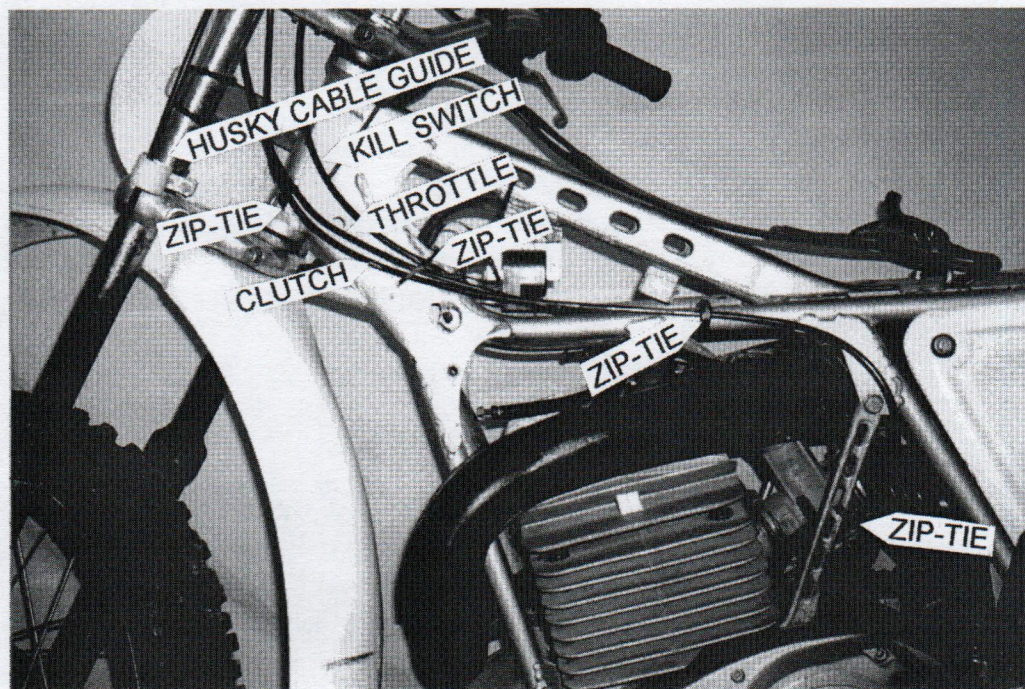
has since stopped importing the 312 throttle assembly. Your options include using the Magura 314 throttle assembly (same as the 312 but with a plastic housing) for around \$20 or you can have your KTM dealer order the 312 (it was used on older KTM 4-strokes) for around \$80!

**CABLES** - The Terrycable clutch cable is from Alan Buehner and the Terrycable throttle cable that fits the Magura 312 throttle assembly and Bing Carburetor is from H & H KTM. The latest batch of Terrycable front brake cables has a funky adjustable clevis that I'm not too fond of, so I had Motion Pro make some front brake cables to my specs. I have also included a photo of our cable routing (see photo 1). I prefer to keep the cables loosely zip-tied to the bike at several locations to prevent excess movement or chafing.

**TANK** - We use an original Hi-Point aluminum MX tank. The aluminum tank has proven to be very durable, as it dents but doesn't crack or break like the fiberglass tanks. It also eliminates any of the fuel compatibility issues some members have encountered with their fiberglass tanks. I heavily pad the underside of the tank at the front and rear to prevent any movement of the tank or contact with the frame. In conjunction with the leather strap, I also bolt the tank to the frame (ala Husqvarna) because we originally had trouble with the tank's mounting "ears" bending as the tank tried to move around during a race. To do this I first made a tool to punch a flanged hole in the tank. Then I used Husqvarna rubber tank bushings and a long 6mm bolt, washers and aircraft nut to hold the tank in place (see photo 2).

**PHOTO 1**

Cables are routed on left side of frame and secured with zip-ties



**PLASTIC** - The front fender is an original Preston Petty I.B. (integral base) "Mudder", which is my favorite style of fender from the 70's. The side panels, rear fender, and front number plate are all sourced from H & H KTM.

When installing the airbox cover, I push 2 hard rubber faucet washer over each bolt's threads between the cover and the airbox (see photo 3). These fill the extra space in the cover, allowing you to lightly torque the bolts without distorting the cover. They also fit tightly enough on the bolts to retain them to the cover during an air filter change.

I mount the right side panel with "studs" to allow for quick removal. At the front I use a bolt and locknut facing outward in the original mounting hole. At the rear I weld a stud to a large washer which I then place under the rubber exhaust mount.

The front number plate is bolted to one of Karl's stainless steel number plate brackets, which is available from Alan Buehner. Instead of one large o-ring, I use two

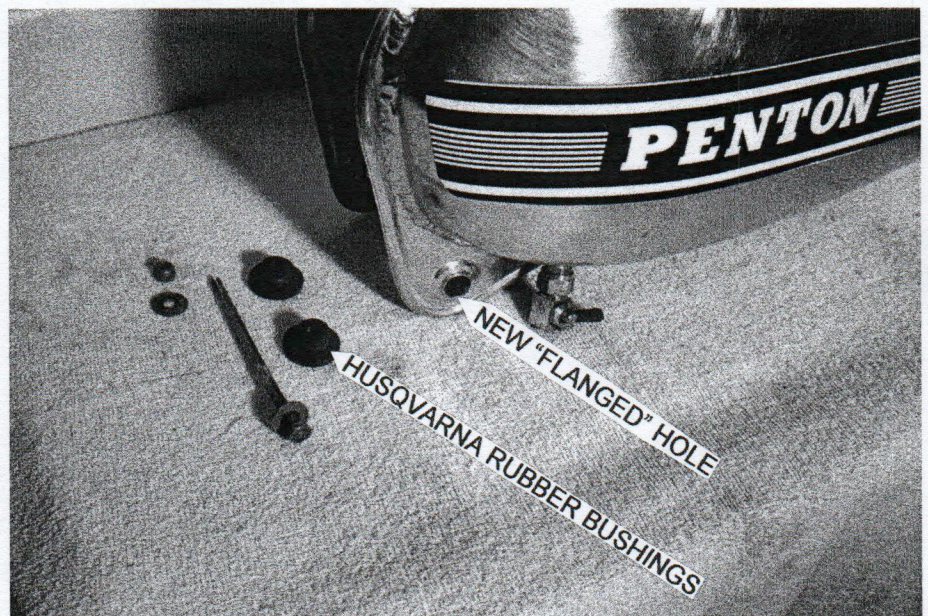
3" o-rings to hold the bracket to each fork leg in case of breakage.

**SEAT** - The seat is the 21" long, tall style built from scratch using Karl's fiberglass seat base, foam, and stainless steel brackets. The seat cover is from Alan Buehner.

**FOOTPEGS** - The footpegs are Karl's stainless steel cleated pegs, available from Alan Buehner. Because the footpeg mounting holes are typically worn oversize and the footpegs are loose, I drill both the footpeg and mount holes to 3/8" and use a new 3/8" bolt with a shank that is just long enough to fit through both sides of the footpeg. I also like the footpeg to angle upward slightly at the end so I have the welder build up the pad on the top of the footpeg mount and then I grind it to achieve the proper height/angle.

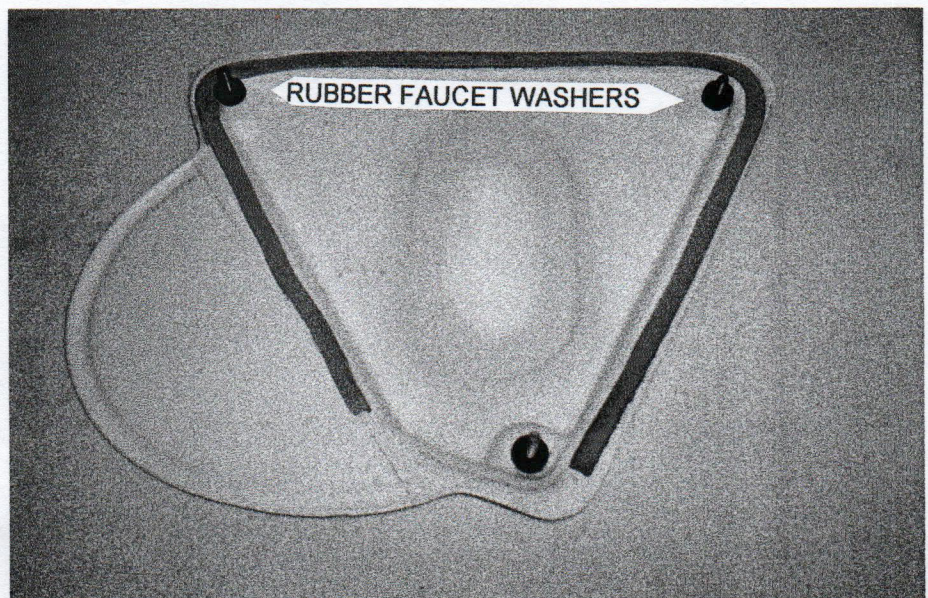
**Photo 2**

Tank is secured with a Husqvarna style mounting system in conjunction with the original leather tank strap



**Photo 3**

Airbox cover bolts are held in place with 2 rubber faucet washers per bolt.



**RIMS** - We typically use the original Akront "mudcatchers" or original Sun rims. Buchanan's Spoke and Rim in Azusa, CA (626) 969-4655 carries both Akront and Sun rims, as well as a ridged, Akront-looking Excel rim which they claim is stronger and less expensive than the Akront.

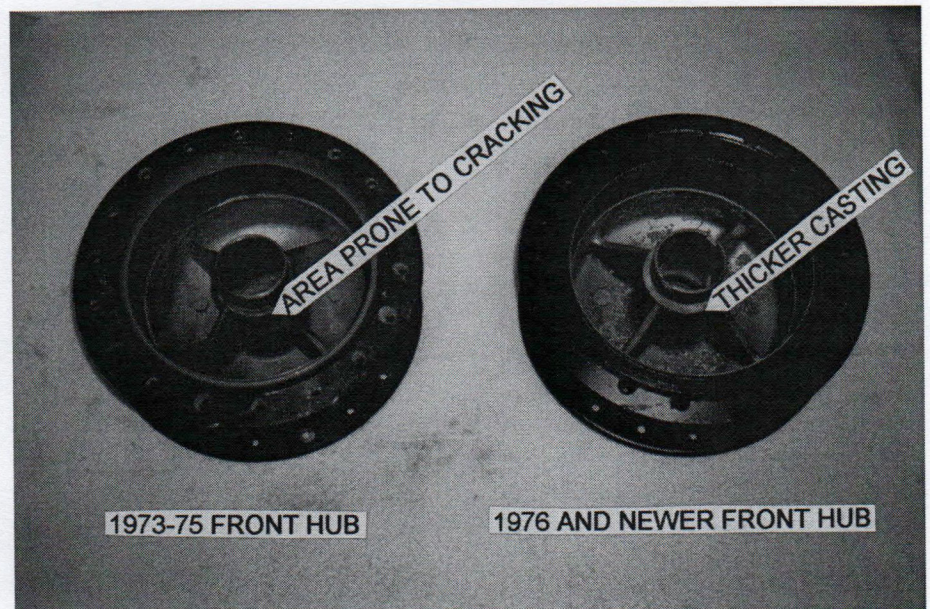
**SPOKES** - Buchanan's manufactures their own spokes, which are available in either steel or stainless steel. They also offer complete wheel building and restoration services if the thought of lacing your own wheels turns you off!

**FRONT HUB** - There are several options for front hubs and not all of them are good! The aluminum 1972 (and earlier) hub works great. The 1973-75 hub is identical to the earlier aluminum hub, but is cast from magnesium, which turned out to be a mistake. The thin wall section

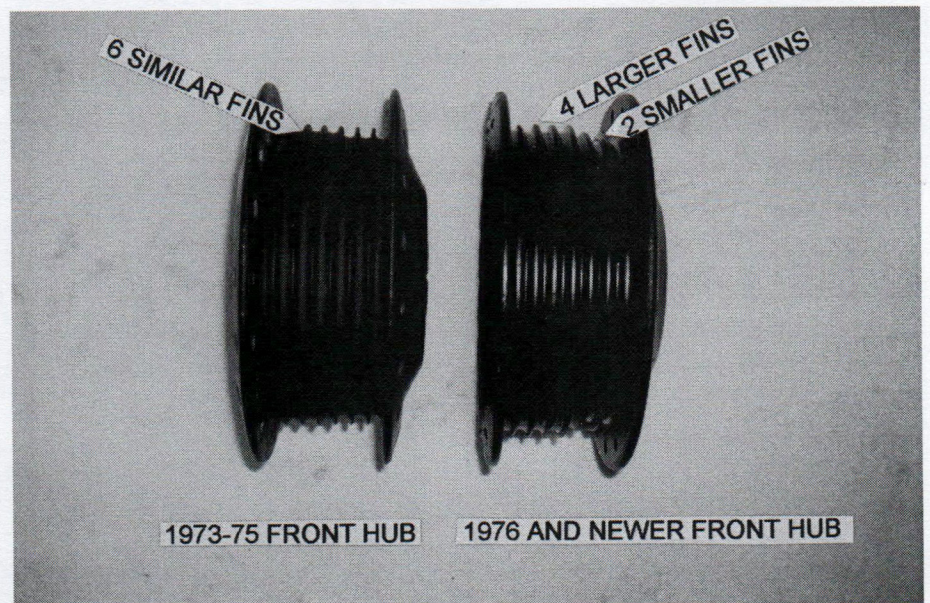
around the steel bearing sleeve worked well with the resilient aluminum, but ended up cracking frequently with the more brittle magnesium. By 1976, the factory rectified this problem by adding more material around the bearing sleeve (see photo 4) and brake lining. These hubs can be readily identified by looking at the fins (see photo 5). The 1973-75 hub has 6 fins of similar diameter while the 1976 hub has 4 fins that are noticeably larger than the other 2 fins.

**FRONT BRAKES** - The front brake shoes are Ferodo #FSB814 from H & H KTM. These shoes provide incredible stopping power from drum brakes! I also use the shorter 1975 brake stay, which rotates the hub slightly for better cable alignment (see photo 6), and a Husqvarna cable guide on the fork just above the bottom triple clamp (see photo 1).

**Photo 4**  
Newer style front hub (right) has more material cast around the bearing sleeve and brake lining



**Photo 5**  
Newer style front hub (right) is distinguished by 4 larger fins and 2 smaller fins.



At the 2001 ISDTRR, Kevin posted the 3rd fastest overall time in the acceleration/ deceleration test using this brake setup. First and second places were: Dick Burleson and Ray Mungenast on new KTM's!

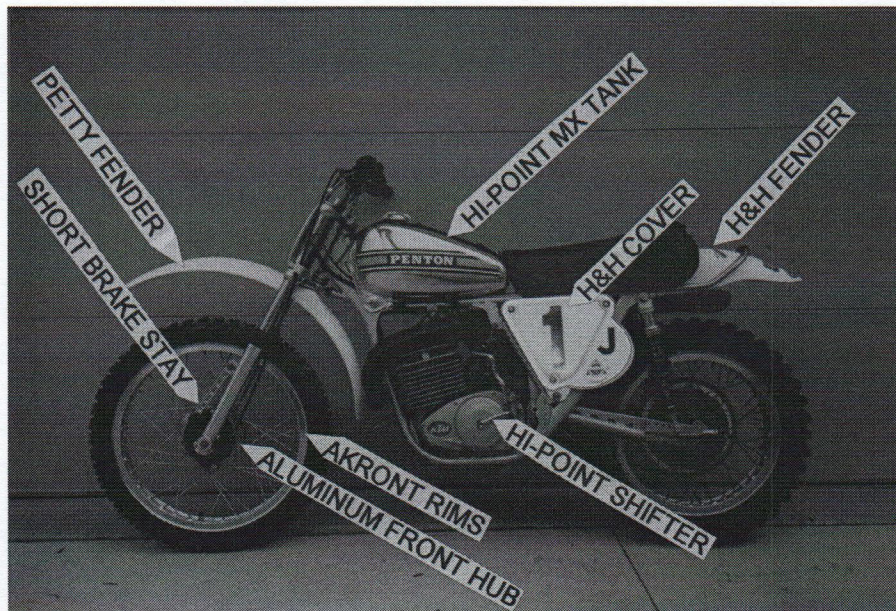
**REAR HUB** - The magnesium hub works very well, but is prone to cracking around the sprocket holes and spoke holes. Keep the spokes and sprocket bolts tight and be sure to check the areas visually before each race.

**REAR BRAKES** - The rear brake shoes are Ferodo #FSB815 from H & H KTM. I also prefer the 1975 (and newer) straight-splined brake cam and quick release brake arm over the 1973-74 conically-splined brake cam and arm (see photo 7). The final touch is one of Karl's brake rods and a steel Monark wingnut from Larry Perkins.

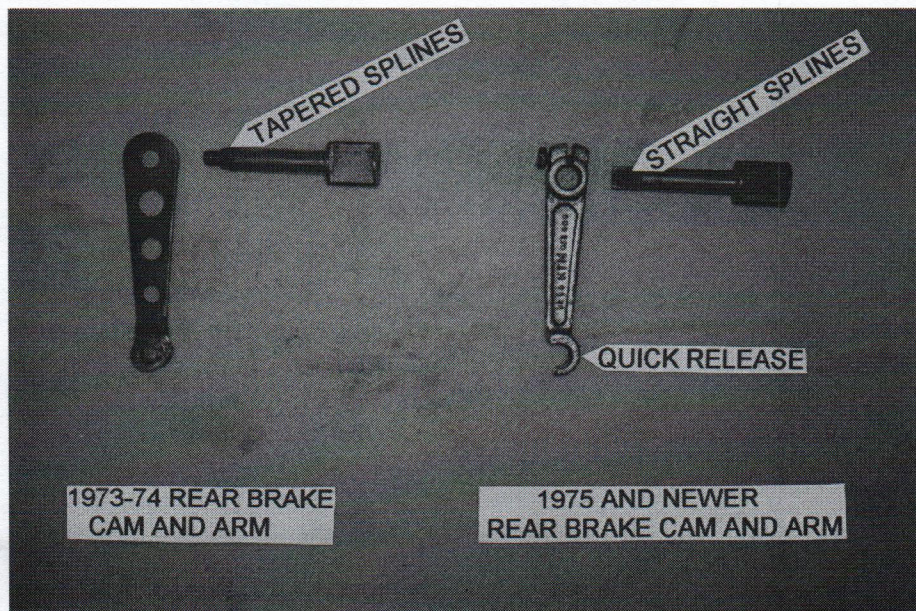
**SPROCKETS AND CHAIN** - We use a 14 tooth 520 PBI Pro steel front sprocket (#93-14), a 57 tooth 520 PBI aluminum rear sprocket (#5257-57) and a RK SXO 520 o-ring chain. This chain and sprocket combination lasts a full race season for us.

**TIRES** - We've been very happy with Michelin M12 tires on the front (90/90-21) and rear (130/80-18). Although many vintage racers use Michelin S12 soft terrain tires, we feel that the design and durability of the Michelin M12 medium terrain tires makes them the best all-around choice. Not only do they work well in all conditions, they last a whole season as well! We use Michelin or Moose "Heavy Duty" tubes and, although most of us "normal" riders use 12-13 psi, Kevin prefers 16 psi to prevent pinching.

**Photo 6**  
The finished product.



**Photo 7**  
Newer style rear brake cam and arm (right) have straight splines and quick release for brake rod



**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**

**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

**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

**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

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

**SWAP MEETS** -York, PA - Jan. 19 & April 6 - Mansfield, OH - Feb. 16  
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 - 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

Frank Reaves - (281) 392-6162  
Wild West Honda - Katy, Texas  
Cycle Shack North - Conroe, Texas  
(281) 353-1705

**2nd ANNUAL "PENTON DAY AT THE AMA"**  
**HOSTED BY THE MOTORCYCLE HALL OF FAME MUSEUM**  
**SATURDAY FEBRUARY 8, 2002**

Doors open at 9:00 am - Admission - \$5 per person (show your AMA, AHRMA, or POG card and save \$1)  
Bring your "Penton" motorcycle to display in the outdoor garage, any type, any condition.

**AGENDA**

9:00 - coffee and conversation

10:00 - start of POG annual meeting in museum meeting room

10:45 - Welcome to the Motorcycle Hall of Fame Museum by Mark Mederski, Exec. Director

11:00 - Seminar - "When to preserve, when to restore" by Mark Mederski

11:30 - Lunch break - pizza and soft drinks (please, no eating or drinking around exhibits)

12:30 - Seminar - "Rebuilding Sachs engines, and tips for prospective buyers of Sachs-powered motorcycles" by Doug Wilford

1:30 - Seminar - "Racing old Pentons: how to enjoy them and keep them winning" by Kent Knudson

2:30 - Break

3:30 - Questions and Answers with John Penton

4:00 - Open forum for group to discuss what they would like to see in the 2004 Annual Meeting.

4:30 - Adjourn

**LOCATION:** 13515 Yarmouth Drive - Pickerington, Ohio  
(east of Columbus, Ohio off of I-70, the 2nd exit east of I-270)

Meeting minutes have been removed from this document.



**PENTON OWNERS GROUP**



Matt Weisman on his Sears 50cc Puch Allstate in 1957, Elyria, Ohio. This was Matts first motorized vehicle.