

Summer 2003
Issue No. 19

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



Penton Imports
3709 W. Erie Ave.
Lorain, Ohio 44053

A Penton ad photo of Billy Uhl riding a 1972 Penton Six Days during a qualifier.
Check out the "Get Behind the Uhl" article to find out what he has been up to for the past 25 years.

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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

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

The assistant editor is Al Born

PRESIDENT'S CORNER

By Alan Buehner

In March, I was talking to Paul Danik about some ideas for the upcoming POG meeting in April. During our conversation he mentioned that this year was the 5th anniversary for the POG. I said that it couldn't be thinking that it was maybe the 4th year for the club, so I pulled out my copy of the charter and so it is. Our certificate of incorporation with the State of Ohio is dated March 20, 1998 making it 5 years!

I can still remember the many meetings that we had prior to becoming officially chartered. We met at Dale Barris's Penton Honda store figuring out what to call the club, what the bylaws should be, and obtaining and filling out the necessary paperwork, and coming up with ideas for goals. It was fun and exciting, getting to meet with many people who played a part in the history of the Penton motorcycle and my playing a role in reviving the Penton name. At times, it was frustrating in trying to get the club off the ground. Our first

unofficial meeting was in August of 1997 with other meetings being held about once a month.

Paul Danik helped get the ball rolling by contacting the State of Ohio and obtaining the paperwork needed to be filled out. He also went out of his way (literally) by stopping over at my house after our Feb. 1998 meeting at Penton Honda, to fill out the forms. We finished up the forms around midnight and he saw to it that the forms were then filed with the State. What a relief it was to get that out of the way and it was exciting to receive

our Certificate from the State which made our club "official" and our March 30th meeting became the first meeting of the POG.

Up until September, Dale Barris allowed us to hold our meetings at Penton Honda. We would have to move some of his display racks and set up a folding table with chairs in front of his parts counter. The meetings were held on Monday evenings after his store was closed for business. John Penton would attend most of the meetings and would generally drive over even though his house is behind the store on the other side of the field.

WEB SITE and MAILBOX

Dec 28, 2002

Great newsletter, if possible earlier notice for upcoming events. Thanks and appreciate your efforts.

James Kolka, MI

Jan 14, 2003

I think this is a great club and I am proud to be a member. Enjoy meeting other Penton fanatics. Great motorcycle and great guys.

Rod Gorzny, IL

The following letter was received after our March 6th POG meeting in which Paul Danik could not attend because of snow in Pa. The letter was apparently written in response to the poem published in our last newsletter.

Mar 21, 2003

Dearest Paul,

The Garage is closer, no shoveling required.

No Snow, no ice,
No rain, no fog,
You lost the farm,
We were at POG.

Roads from the south and west,
May not be the best,
Some of us were there,
With all the rest.

It was Jim and Bill,
And Jeff and Scott,

Beginning on September 28th our meetings were held at KTM's new office building in their conference room. In holding our meetings at KTM, we have seen KTM grow and expand with the addition of their new parts warehouse.

Although I now take it for granted for who attend our monthly meetings, I am still amazed at some of the big names in motorcycling that attend our meetings and events. Sometimes you never know who you will meet once you get there. At our May 2003 meeting, Dick Burleson was in KTM's parking lot. He was visiting some relatives in the neighborhood and stopped by to say hi to his old

With JP surprised,
That you were not.

We missed your presence,
So we picked your nog,
Warm up that shovel,
See you in April at POG.

Unknown Author, IL

March 28, 2003

Often I am asked, "what kind of bike is that?", but the response from some is, "Man I haven't seen one of those Pentons in a long time." The next question is, "Can you still get Parts?" I proudly tell them YES, and there is even the Penton Owners Group. The rest of the conversation is everyone's history. Along with this are smiles of each of us as we cover and recover our fondness of the bikes, the sport, and the people you become involved within motorcycling.

friends at KTM and check out the new V-twin.

At the April meeting, it was announced that it was the club's fifth year in existence. Someone suggested that highlights of our five year existence be put together. Ed Youngblood grabbed hold of this challenge and put together "The POG at Five" article which is posted on our web site and is also presented in this newsletter. It's amazing how much has been accomplished by this club in such a short time span. I hope that you enjoy reading through this article and I hope that it brings back great memories to many of you.

Thank you Penton Owners Group.

Skip Miller, TX

April 1, 2003

Hi Al,

Enclosed is a photo of the Penton National Champions for the Still ... Keeping Track. This photo was taken at the AHRMA Off-Road Awards Banquet in Florida this year. From left to right:
Greg Troyan - Sportsman 250 Novice
Kevin Brown - Sportsman 250 Expert
Sportsman 500 Expert
Kent Knudson - AMS "Mechanic of the Year"
Ted Landers - 60+ Novice
60+ Novice Cross Country
Dave Withrow - Historic 500 Novice
Mark Schmidt - 40+ Novice
Talk to you soon.

Kent Knudson, OH



AMA VINTAGE DAYS AT MID-OHIO

Mark your calendar for July 18 - 20 which will be the AMA Vintage Days event at Mid-Ohio. This annual Friday thru Sunday event will be bigger and better than last year's event. Harley Davidson will be the featured marque this year and Mert Lawwill will serve as Grand Marshal.

AHRMA's Vintage Trials will be held on Saturday and the MX races will be held on Sunday. Both of these are pre-entry only. If you are planning to compete in these, you must mail in your entry form now. The pre-entry deadline is June 27. An entry form is in the May issue of "Vintage Views".

The Penton owners group will have a 20'x20' tent this year to house our display of Penton memorabilia. It will be in the swap meet area in section G 1 thru 8, the same place we have been at for the last 5 years. It will be next to the paved road that runs down the middle of the swap meet (see map on next page). Look for the green PENTON banners.

The theme for this year's display will be the 5 year anniversary of the POG. A special section of the display will also feature items to commemorate the 30th anniversary of the Penton involvement in the ISDT in Massachusetts in 1973.

Members are encouraged to bring their bike (s) to display outside the tent, however you do

so at your own risk. The club is not responsible for damage or theft. Security at Mid-Ohio will be just like last year. No vehicles will be allowed into the swap meet area without a permit. If you are bringing more than one bike to display call Al Buehner (216-651-6559) before the event to make arrangements to obtain a temporary pass.

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

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

Do you have some time to help out during the event? We can always use some help in manning the display to answer questions and sign up new members. Volunteers are needed from 7:30 in the morning thru 7

in the evening on Friday and Saturday. The display will be taken down and packed up at 2:30pm on Sunday.

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

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

MID-OHIO RULES

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

Any motorcycles being ridden must have a valid license plate.

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

No children will be allowed to operate any vehicles.

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

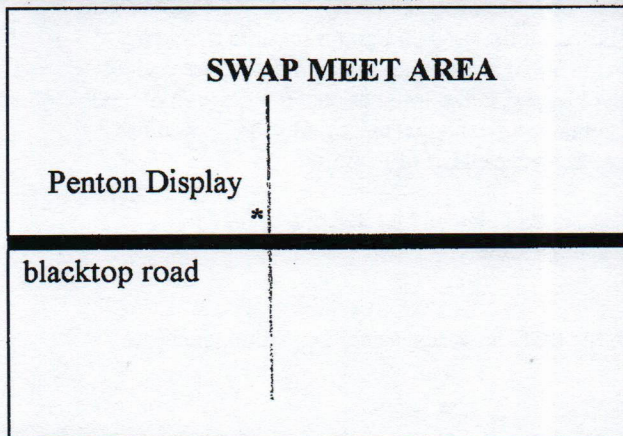
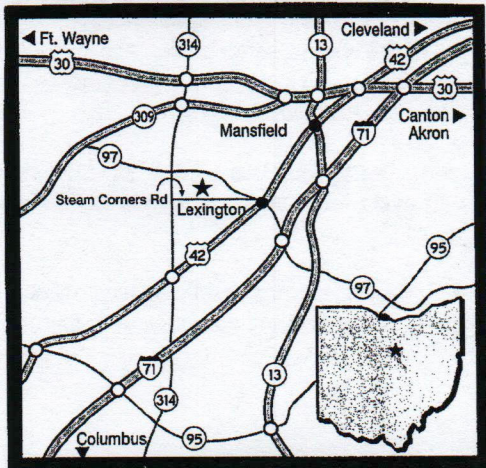
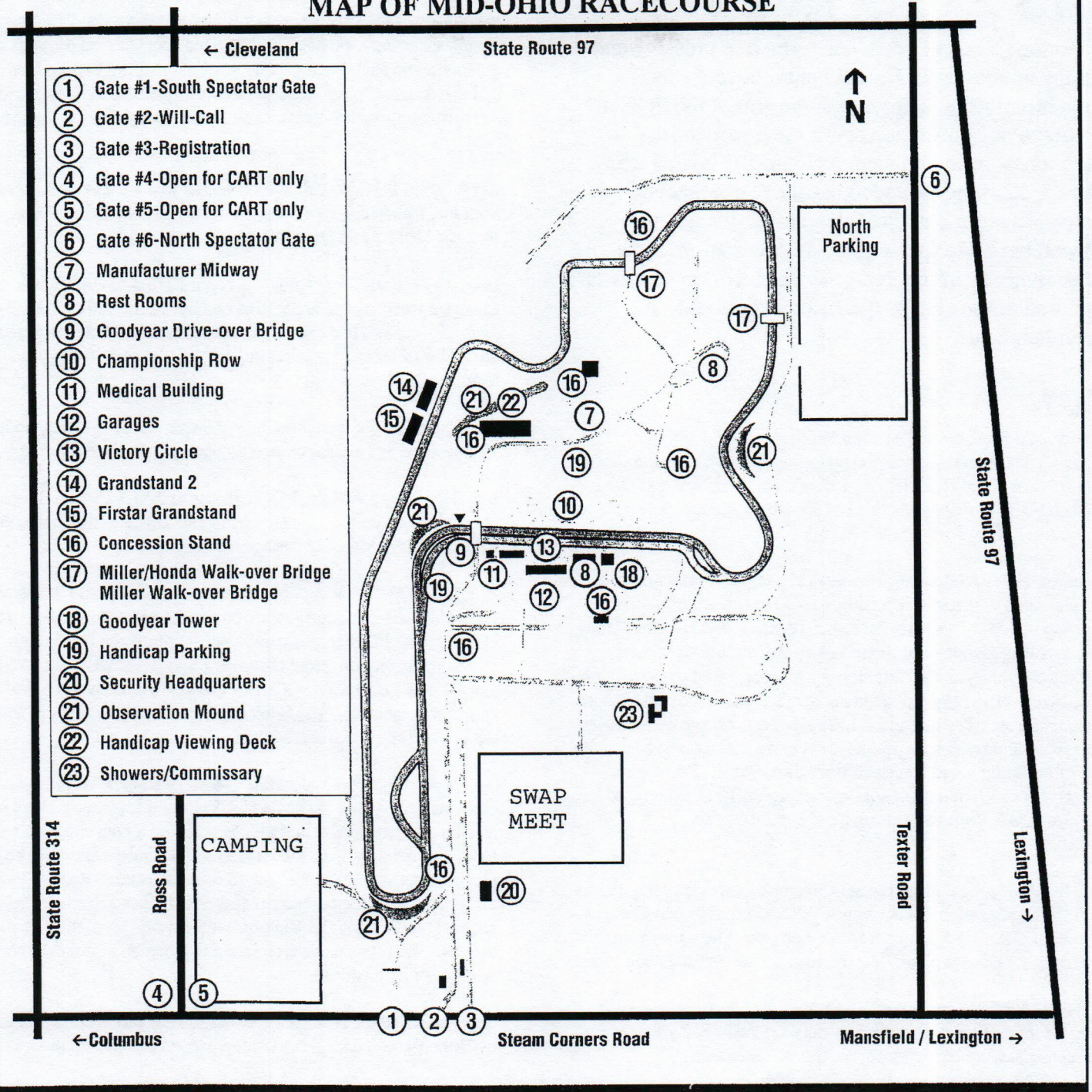
Anyone caught breaking these rules will be asked to leave. No warnings and no refunds.

Sorry, no Sunday night camping.

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

The Leroy Winters Memorial 7th Annual International Six Days Trial Reunion Ride will be held in Massachusetts on October 3rd - 5th. It is being promoted by the Pathfinders Motorcycle Club. There is an entry limit of 200 riders. If you are planning on attending this event, go to the Pathfinders web site for information and entry forms. This year is the 30th anniversary of the first ISDT event held in the USA and the Penton Owners Group will have a special display to commemorate the Penton involvement in 1973.

MAP OF MID-OHIO RACECOURSE



The POG at Five

The Penton Owners Group was formed to preserve and share the memories and equipment of a very special time in motorcycle history. It is the aim of the POG to be a source of information about the history of the Penton motorcycle, the Penton Company, and its many dealers, riders, and extended family. The leadership of the club has set annual goals, and in most cases has exceeded beyond expectations. In celebration of the fifth anniversary of the Penton Owners Group, below is a time line of the club's significant events and accomplishments.

1997

July, 1997, Al Buehner invites John Penton to attend Vintage Motorcycle Days at Mid-Ohio to sign autographs. The response of fans is so strong that Buehner, Paul Danik, Jack Penton, and Dane Leimbach begin to discuss the idea of forming a Penton Owners Group.

November, 1997, Al Buehner convenes a group of Penton owners and enthusiasts to discuss the creation of a Penton Owners Group. The group includes Dane Leimach, Jack Penton, Norm Miller, Doug Beam, and Paul Danik. Bill Smith volunteers to help develop a Constitution and By-laws. Exploratory meetings are hosted by Dale Barris, owner of Penton Honda in Amherst, Ohio. Buehner explains, "The main thrust of this organization in the next couple of years will be to assemble, accumulate, identify, organize, and preserve as much of the information about Penton history as we can." Paul Danik suggests that the group set a goal of making Penton the featured marque at AMA Vintage Motorcycle Days 2000.

1998

March 20, 1998, the Penton Owners Group becomes chartered as a non-profit organization under Section 1702 of the Revised Code of the State of Ohio. Dues are set at \$20 per year. The newly formed club receives a charter from the American Motorcyclist Association.

July, 1998, the POG exhibits at AMA Vintage Motorcycle Days. Eleven riders participate in a Penton only race offered by the American Historic Racing Motorcycle Association.

Summer, 1998, the POG publishes its first newsletter. Entitled "Still Keeping Track," based on the original Penton Imports newsletter entitled "Keeping Track," it is 12 pages and contains a story about early American involvement in the International Six Days Trial, and technical tips. It contains an announcement that John Penton has been named to the Motorcycle Hall of Fame.

September 28, 1998, POG holds its first meeting at KTM headquarters in Amherst, Ohio.

1999

January 23, 1999, the POG hosts a special recognition dinner for

John Penton in Amherst, Ohio, where he is presented his Motorcycle Hall of Fame gold medal and a special certificate of recognition by the Mayor of the City, declaring it "John Penton Day" in Amherst. John's sister Pat Leimbach is a featured speaker. KTM hosts a reception and Jack Penton conducts a tour of the Penton homestead and the original "chicken coop" Penton Brothers motorcycle shop. Al Born compiles and presents to John a scrapbook on Penton history.

April, 1999, POG President Al Buehner and John Penton travel to Sonoma, California, to exhibit on behalf of the POG at AMA Vintage Motorcycle Days West.

May, 1999, Issue 2 of "Still . . . Keeping Track" is published. Enlarged to 16 pages, it contains profiles of the 1973 ISDT Penton team. President Al Buehner announces that the club has applied to the AMA to become the feature marque at AMA Vintage Motorcycle Days 2000.

July 9, 1999, POG members Jack Penton, Leroy Winters, and Ed Youngblood are inducted into the Motorcycle Hall of Fame.

July 9 thru 11, 1999, the POG exhibits at AMA Vintage Motorcycle Days. Seventeen riders, representing six states and Canada, enter AHRMA's Penton-only vintage motocross race.

August, 1999, following an article about John Penton in *Racer X Illustrated*, Ed Youngblood proposes to write a book about John Penton. The POG agrees to officially support the project by providing information and editorial guidance. Mat Weisman, Al Born, Dane Leimbach, and Jack Penton are appointed to the editorial committee. The book is given a working title of "John Penton and the Off-Road Motorcycle Revolution."

August, 1999, Issue 3 of "Still . . . Keeping Track" is published. It contains a story and photos about Vintage Motorcycle Days West, an announcement that the POG has created a web site, and eulogies for Leroy Winters and Bob Augustine. President Buehner begins a technical series explaining how to date the manufacture of Penton motorcycles, and announces that the AMA has accepted the POG's proposal to become the Vintage Motorcycle Days featured marque in 2000. With this newsletter, the POG begins to publish the minutes of its meetings.

September, 1999, Whitehorse Press signs on to become the publisher of "John Penton and the Off-Road Motorcycle Revolution."

October 2, 1999, the POG hosts a Penton Reunion Picnic at the Amherst Meadowlarks club grounds in Amherst, Ohio. Club members put their Pentons, scrap books, photo albums, and memorabilia on display. Historical Six Days movies are shown, and Jim Borer serves as head chef.

October 9 & 10, 1999, John Penton, Dane Leimbach, and Ed Youngblood travel to the ISDT Reunion in Cass, Arkansas, to set up a POG exhibit.

October 19, 1999, Al Buehner and Paul Danik meet with the AMA staff to begin planning for the Penton featured marque presentation

at VMD 2000. In addition to Danik and Buehner, Barb and Matt Weisman, Doug Wilford, and Jack Penton are named to a committee to develop exhibits for both Sears Point and Mid-Ohio.

November, 1999, Issue 4 of "Still . . . Keeping Track" is published. It is an 18 page issue containing a story and photos about VMD 1999, part two in Buehner's series about how to date Pentons, an excerpt from "A Life Less Ordinary," the story about John Penton that appeared in *Racer X Illustrated*, and technical tips. It is announced that John Penton will be the Grand Marshal at VMD 2000.

November, 1999, *Dirt Bike Magazine* publishes an article about the best off-road motorcycles of all time, naming the Penton to its "Dirt Bike Hall of Fame."

December 6, 1999, the manuscript for "John Penton and the Off-Road Motorcycle Revolution" is finished and delivered to the publisher. As a build-up for the book, special articles are submitted to *Vintage Views*, *American Motorcyclist*, *Racer X Illustrated*, *Cycle World*, *Dirt Bike*, *Cycle News*, *BMW Owners News*, *KTM Underground*, *Texas MX News*, *BSA Owners*, and *Deutsches Motorrad Register*.

2000

January, 2000, Issue 5 of "Still . . . Keeping Track" is published. It contains 20 pages with reports about the club's plans for the upcoming VMD West at Sears Point, stories and photos from the October POG Picnic and ISDT Reunion, technical tips, and a member profile on Skip Miller of Grand Prairie, Texas.

January, 2000, Kip Kern begins restoration of Al Born's Penton V003, the first Penton sold to a private owner. The POG contracts with a professional web service to upgrade and administer its web site. Doug Wilford designs personalized shirts for POG members.

February, 2000, Jeff Borer, owner of John Penton's NSU enduro motorcycle, announces that the bike will be restored and put on display at VMD 2000 at Mid-Ohio.

February, 2000, Issue 6 of "Still . . . Keeping Track" is published, containing technical tips, a reprint of the story "Brother John," written by Ted Penton for *Motorcyclist Magazine* in April, 1970, and a member profile on Jerry West, the Lorain, Ohio photographer who documented much of Penton history.

March, 2000, a Penton owned by Kip Kern is placed on display in the Hall of Fame exhibit at the Motorcycle Hall of Fame Museum.

March, 2000, the *BMW Owners News* publishes an article entitled "John Penton and the BMW Connection," describing how he became a BMW dealer, campaigned a modified R27 at the Six Days and on the AMA national enduro circuit, and set a transcontinental speed and endurance record aboard an R69S in 1959.

March 25, 2000, Paul Danik organizes and hosts an informal dual-sport ride for POG members and friends at Cochran, Pennsylvania. Four vintage Pentons participate in the event.

April 15 & 16, 2000, "John Penton and the Off-Road Motorcycle Revolution" debuts at the Grand National Cross Country race at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. Penton owners are invited to put their bikes on display, and receive special certificates designed by Barb Weisman. John Penton is on hand to autograph books.

April 28 thru 30, 2000, the POG creates a major display at VMD West at the Sears Point Raceway. Barry Higgins, Don Shultz, and Richard Sanders provide cutaway engines for which Ollie Martin and Dane Leimbach build special stands and shipping crates. Fred Cameron hosts a cook-out for POG members. Grand Marshal John Penton takes a parade lap each day aboard a vintage Penton owned by Scott Sinclair of Kneeland, California. John is interviewed by Dave Despain for Speed Vision.

April 30, 2000, the *Elyria Chronicle-Telegram* publishes a reminiscence about John Penton, written by Pat Leimbach.

May 24, 2000, Ed Youngblood delivers a presentation to the Amherst Historical Society, based on his book, and John Penton responds to questions from the audience. John presents signed copies of the book to the Society and to the Amherst Public Library.

May, 2000, Issue 7 of "Still . . . Keeping Track" is published, containing stories about Sears Point, the Paul Danik ride, the Loretta Lynn's GNCC, and technical tips by Bobby Lucas.

June 5, 2000, the POG receives a letter of commendation from the AMA for its outstanding presentation at VMD West at Sears Point.

July, 2000, *Cycle World* names the 1972 Penton Jackpiner the best enduro bike for the millennium.

July 8, 2000, POG members Tom Penton, Dave Mungenast, Carl Cranke, and Danny LaPorte are inducted into the Motorcycle Hall of Fame.

July 8, 2000, a signed manuscript of "John Penton and the Off-Road Motorcycle Revolution" sells at auction for \$350.00. The proceeds are divided between the POG and the Motorcycle Hall of Fame Museum.

July 7 thru 9, 2000 VMD. The POG presents a historical display in a 40'x80' tent. Seventy-six Pentons are placed on display, and over 125 people attend the club cookout, sponsored by Al Buehner and Dale Barris. Twenty-six Pentons participate in the AHRMA Penton-only race. Jeff Borer debuts the freshly-restored John Penton NSU enduro bike that John Penton rode from 1958 thru 1962, and Al Born unveils the restored Penton V003. Six Days veterans Kevin LaVoie, Paul Danik, Dane Leimbach, Tom Penton, Doug Wilford, Jack Penton, Dave Mungenast, and Carl Cranke join John Penton for the lap of honor around the circuit.

July 29 & 30, 2000, the POG exhibits at the Jack Pine Enduro. John Penton is on hand to sign autographs. Several vintage Pentons enter the event and Jim Borer enters on a vintage NSU similar to the bike John used to ride. He displays a trophy he won at the Jack Pine in 1959 aboard the same motorcycle. Jeff Borer, Ted Landers, and

Ted Del Solar enter the event aboard vintage Pentons.

August, 2000, Issue 8 of "Still . . . Keeping Track" is published, containing photos from the VMD exhibit, tech tips, and a member profile on Carl Cranke. John Penton attends a dealer meeting at the KTM factory at Mattighofen, Austria, and is honored at a 350-person dinner.

August 12, 2000, POG members Al and Rosemary Buehner and Barb and Matt Weisman are invited back stage to visit with KTM dealer and Penton fan Lyle Lovett following his concert at Lakewood, Ohio.

September 9 & 10, 2000, Ed Youngblood and Barb and Matt Weisman man a POG display at the John Penton Grand National Cross Country race near Athens, Ohio. Gary Roach and Kevin Brown enter the event aboard 1974 Pentons, and Roach finishes fourth in his class.

September 30 thru October 1, 2000, the fourth annual ISDT Reunion takes place in Cass, Arkansas. The POG has an exhibit.

October, 2000, the Penton Owners Group has grown to 270 members.

October 5, 2000, Barb and Matt Weisman donate a copy of the John Penton book to the Black River Historical Society.

December, 2000, KTM launches a new advertising campaign, including an ad entitled "Roots," featuring a picture of John Penton at the ISDT in Germany in 1968.

December, 2000, Issue 9 of "Still . . . Keeping Track" is published, containing a story by Al Buehner outlining the major events of his life from 1971 forward that led to the formation of the Penton Owners Group, a story about the 2000 ISDT Reunion, technical tips, and a profile on Colorado POG member David Lindeman. Featured marque pins from VMD 2000 are sent with the newsletter to all POG members.

2001

January, 2001, POG membership reaches 292.

Illinois POG member Dave Marinaro's 1973 Jackpiner is selected to appear in the Guggenheim "The Art of the Motorcycle Exhibition," scheduled to reopen in Las Vegas in October, 2001.

February 8, 2001, Barb and Matt Weisman present John Penton a scrap book containing documents and photos compiled since the POG was formed in 1998.

March, 2001, Ike Penton – oldest of the Penton brothers – dies, leaving John the only surviving brother.

March, 2001, a signed manuscript of "John Penton and the Off-Road Motorcycle Revolution" sells at auction for \$500. The proceeds are divided between the POG and the Motorcycle Hall of Fame Museum.

March, 2001, Issue 10 of "Still . . . Keeping Track" is published, containing technical tips and a member profile on Doug Wilford, of Amherst, Ohio.

March 29, 2001, the POG board of directors passes a resolution to make honorary life members of all POG members who are members of the Motorcycle Hall of Fame.

April 8, 2001, Gary Brinton and Lee Buffenmyer host a Penton exhibit at the Will Stoner Swap Meet in York, Pennsylvania.

April 27 thru 29, 2001, the POG exhibits at VMD West. The Del Solars and the Wilfords man the display.

May, 2001, Issue 11 of "Still . . . Keeping Track" is published, containing technical tips, information about VMD 2000, and a story about Ike Penton, including eulogies by Norm Miller and Al Born.

June 7, 2001, Pat and Ryan Mickevicius bring their rare Hiro-powered Penton to the June POG meeting. It is believed that no more than 20 Pentons were built containing the Italian Hiro engine, and this is the only known bike still complete and running.

July 13 thru 15, 2001, fifteen vintage Pentons are displayed at the POG compound at Vintage Motorcycle Days. Fifteen Pentons enter the Penton-only exhibition ride. Commenting on the featured marque display, *Walneck's Classic Cycle Trader* says, "Anyone who witnessed what the Penton Owners Group did last year knows that the Penton guys put the bar at a level that may not ever be eclipsed."

September, 2001, Issue 12 of "Still . . . Keeping Track" is published, containing a history of the Penton/Hiro motorcycle, technical tips, and a profile on Illinois POG member David Sanders.

September 8, 2001, the POG exhibits at the Motorcycle Hall of Fame induction ceremony at Pickerington, Ohio. Al Born's V003 is displayed at the Penton exhibit, then moved into the Hall of Fame exhibit inside the Museum. The POG makes a \$500 contribution to the Museum.

September 9, 2001, the John Penton GNCC takes place at Millfield, Ohio. John serves as official starter and sign autographs.

October 26 thru 28, 2001, the POG exhibits at the ISDT Reunion in Missouri.

November, 2001, the John Penton book is listed in *Dirt Rider Magazine* as a recommended Christmas gift.

December, 2001, Issue 13 of "Still . . . Keeping Track" is published, containing reports on the Hall of Fame induction weekend and the 5th annual ISDT Reunion, a history of the Penton/Wassell trials bike, tech tips, and a profile on Indiana POG member Kip Kern.

December 6, 2001, the POG hosts a ladies night, featuring refreshments and guest speaker Pat Leimbach who delivers a hilarious presentation about life on the farm. The club votes to sponsor Ed Youngblood to attend and present a paper on the history

of the modern dirt bike at the Southwest Pop Culture Conference in Albuquerque in February, 2002. Karl Schneider distributes Christmas candle holders – manufactured in his machine shop -- to all attendees.

2002

January, 2002, the POG has over 300 active members.

February, 2002, a Penton registry is added to the POG web site.

Feb 2, 2002, the POG holds a special meeting at the Motorcycle Hall of Fame Museum that includes a report on the history of the Museum by Mark Mederski and a tour of the "Century of Indian Exhibit." Thirty-nine members attend.

Feb 3, 2002, the POG exhibits at the Will Stoner Swap Meet in Mansfield, Ohio.

March, 2002, Issue 14 of "Still . . . Keeping Track" is published, featuring technical tips, a story about the 1968 Corduroy Enduro, and a profile on Florida POG member Frank Walls. It is the first issue of the newsletter to carry classified advertising.

March, 2002, the vintage Penton team of Kent Knudson, Gary Roach, and Kevin Brown are honored at the AHRMA off-road awards banquet in Ocala, Florida. They receive both the Brad Lackey Trophy and the Jim Pomeroy Trophy for their championship performance.

April 4, 2002, the POG holds its monthly meeting at Karl Schneider's All Custom Fab Shop in Cleveland, Ohio. Attendees tour the facility, which produces a wide range of precision products, including some Penton replacement parts. The club begins to make plans for a tour to the KTM 50th anniversary to be celebrated at the factory in Austria in the summer of 2003.

April 8, 2002, the POG exhibits at the Will Stoner Swap Meet at York, Pennsylvania. Local member Lee Buffenmyer provides Pentons for the display.

April, 2002, member J.P. Morgan wins four first places and one second place aboard his Pentons at Vintage Motorcycle Days West.

June, 2002, Issue 15 of "Still . . . Keeping Track" is published, containing a member profile about Al Born, of Elyria, Ohio.

June, 2002, Ted Del Solar produces club name badges that are distributed to all POG members.

June, 2002, the POG has 315 active members, including members in Alaska, Hawaii, Canada, and Australia.

July 19 thru 21, 2002, the POG holds its monthly meeting at Vintage Motorcycle Days. Jeff Borer debuts his "Maxpiner," a Penton with an NSU Maxi engine, representing what might have happened if John Penton had been able to build his bike around the Maxi engine, which he thought was one of the best engines of its time. Al Buehner sponsors a cookout and his brother, Dale, serves as head chef.

August 1, 2002, the POG officially announces a club tour to the KTM 50th anniversary celebration in Austria in 2003. The POG makes a \$500 contribution to the Motorcycle Hall of Fame Museum in memory of Ted Penton.

September, 2002, POG member John Durrill sets up an independent web site for technical information on Penton motorcycles.

September, 2002, Issue 16 of "Still . . . Keeping Track" is published, containing reports on Vintage Motorcycle Days 2002, Jeff Borer's Maxpiner, tech tips, and a profile on Illinois POG member Ted Del Solar.

October 19, 2002, the POG exhibits at the Motorcycle Hall of Fame induction in Pickerington, Ohio. John Penton is on hand to sign autographs.

October 25 thru 27, 2002, the POG exhibits at the ISDT Reunion in Missouri. Seven POG members earn gold medals, four earn silver medals, and five earn bronze medals. POG member Dave Mungenast hosts a party and reception at his Classic Motorcycles Museum in St. Louis on the eve of the event.

December, 2002, Issue 17 of "Still . . . Keeping Track" is published, containing stories about the IDST Reunion and the Hall of Fame induction, tech tips, and a member profile about Matt Weisman, of Elyria, Ohio.

December, 2002, an era comes to an end as Penton Honda is closed when franchise holder Dale Barris moves to a new location and renames his business "On the Edge."

December, 2002, the POG prints historical post cards, designed by Barb and Matt Weisman, for distribution to POG with membership renewals.

2003

January 9, 2003, the POG holds its second annual ladies night. Refreshments are served, forty-five attend, and Pat Leimbach is the featured speaker.

February 8, 2003, the second annual Penton Day at the AMA is held at the Motorcycle Hall of Fame Museum in Pickerington, Ohio. Fifty-three members attend and seminars are conducted by Mark Mederski, Kent Knudson, and Doug Wilford, and Al Born shows historical slides from the Hank Penton collection. Canadian member Mike O'Reilly presents a display of rare Penton literature, and over 15 vintage Pentons are exhibited.

March, 2003, Issue 18 of "Still . . . Keeping Track" is published, containing a story about recently deceased photographer Jerry West, tech tips, and a profile about Florida POG member John Durrill.

March, 2003, the KTM 50th anniversary celebration is canceled due to the outbreak of war in Iraq.

April 3, 2003, the POG celebrates its 5th anniversary.

CHROME PANELS ON PENTON STEEL TANKS

by Doug Wilford

You see the pictures of steel tank Pentons with chrome knee panels, and wonder, why have I never seen one, or did they even produce them?

(see top photo)

In the Summer of 1969, Mr. Erick Trunkenpolz (the "T" of KTM, owner of KTM) was visiting Penton Imports and the Penton facilities. Outside, on the wash rack I had just finished the Monday morning cleaning of the motorcycles that we had raced over the week-end. Mr. Trunkenpolz came over to the bikes and started to inquire to me about the 125 Penton in the group that had Chrome Knee Panels on the tank. This was the bike that I was using, and having a neighbor that worked at a plating company, I had the panels chromed. Well, Mr. "T" (Erick) was quite impressed and expressed that he thought the bike really looked nice that way. He must have been more impressed than I had imagined.

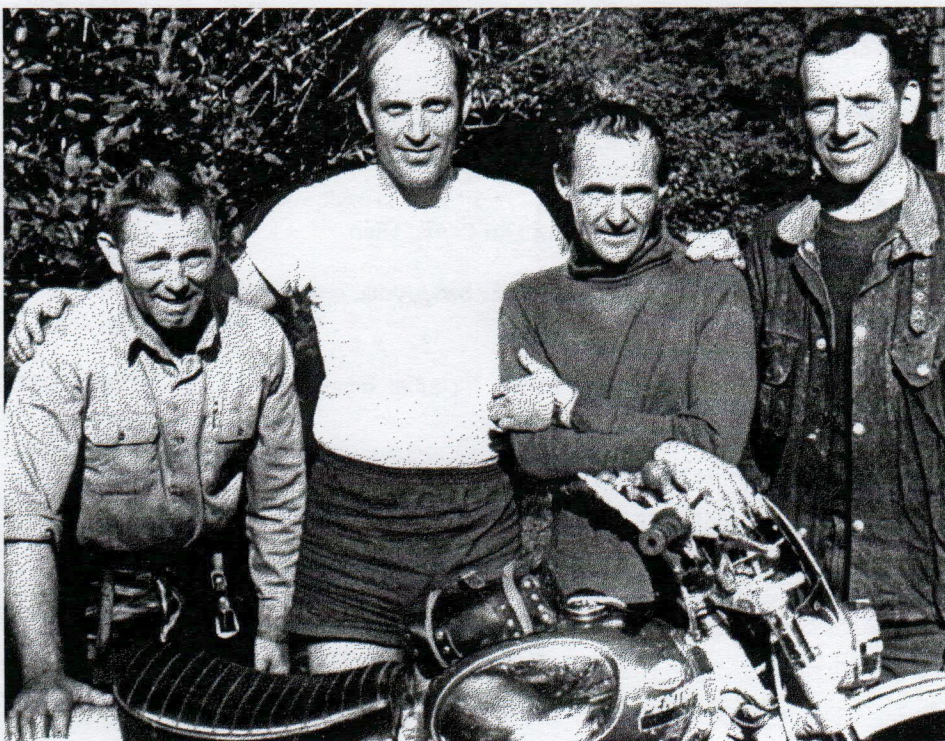
In a few months after the meeting on the wash rack, while unloading a container of new Pentons, out comes a crate with big writing on the side "This bike is for Doug Wilford". Wow, we put it off to the side and couldn't get the rest of the container empty fast enough so we could look inside and see what or why I was getting this special motorcycle. Inside was the bike you have seen pictures of. The most impressive thing was the gas tank, it had chrome knee panels and it was painted a beautiful vivid blue. It was the first steel tank to have the tool bag mountings on the top. This was another proto model as there was never any Chrome Steel Tank Pentons put into production.

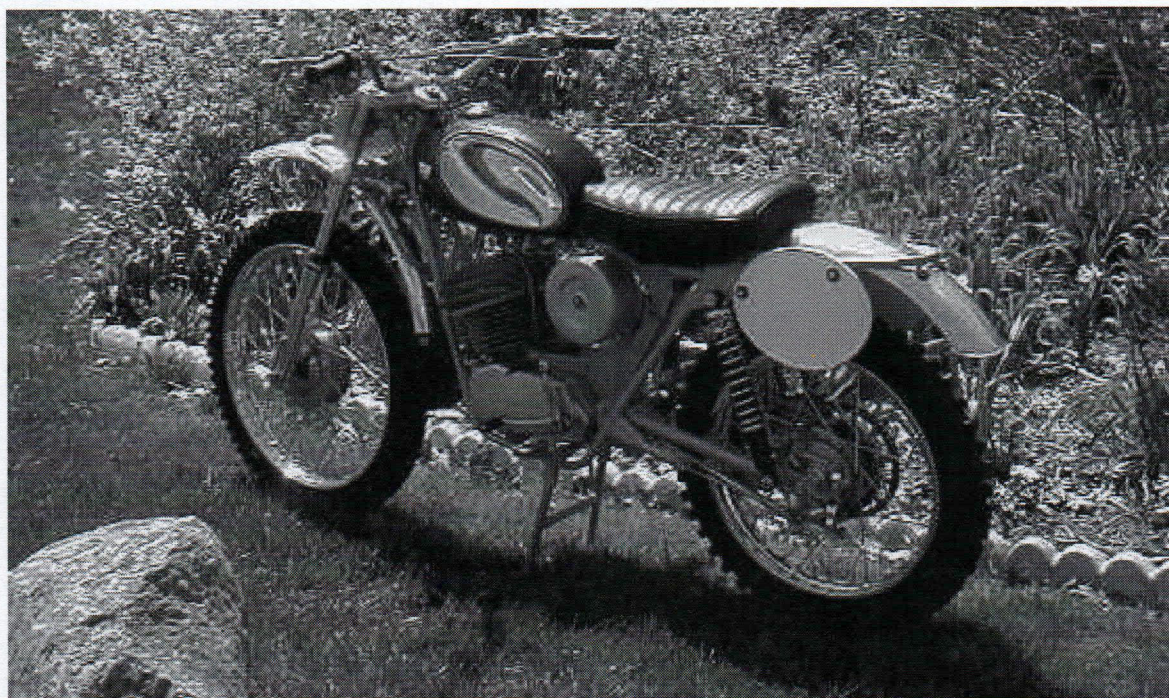
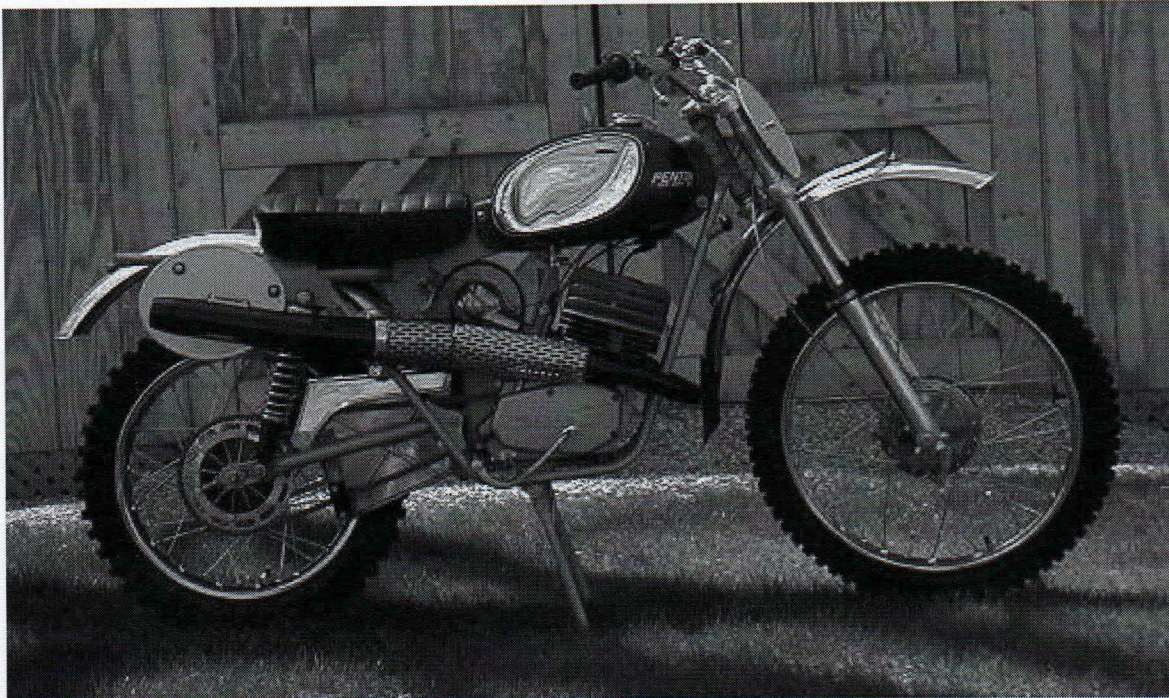
In 1969, the ISDT Team Pentons also had Chrome Knee Panel gas

tanks. As we all knew back then, all the factory ISDT machines were pretty much built in the Race Department. (see bottom photo)

In closing, I have just finished

doing a replica of that motorcycle (see photos on right). It can be seen at the 5th anniversary POG display at the AMA Vintage Motorcycle Days at Mid-Ohio in July.





TECH TIPS

How do you identify a Sachs motor with a "stuffed" case?

The easiest way is with the cylinder removed. The opening between the case halves that the rod fits through is very narrow. Looking at it gives you the impression that there is no way that the cylinder can fit without the bottom of the sleeve hitting the cases.

Other ways to I.D. a stuffed case motor are:

1. check the serial number tag for - 1251/6B GS
2. Predrilled holes in the cylinder fins for ISDT tag fastening.
3. Larger diameter intake manifolds to accept 38 or 30mm Bing carbs. The smaller size Bing carbs will not fit.
4. Motors from Monark bikes.

How do you identify a Sachs "D" cylinder?

Look for angled aluminum supports between the fins. Also, look for a "bolt-on" intake manifold.

What do you do if you removed the oil drain plug on a Sachs motor and the Aluminum case threads come out with it?

Permatex makes a re-threading compound that you apply to the bolt and case hole. You inset the bolt, let it set, unscrew the bolt, let the compound dry and you will have new threads to screw the bolt into. Those in the know will never try and remove the oil drain plug. They will remove the clutch case to drain the oil from their motors.

THE WAY IT WAS

by Al Born

Al Born was going through his John Penton scrap book and came up with the following information to share with us:

45 Years ago (1958)

John Penton won the Ohio State Enduro Championship which was his last victory on a B.S.A. He switches to a 175cc N.S.U. motorcycle with a 12.5 horsepower engine and wins the 75 mile National Enduro in Stone Mountain, Georgia as well as the Alligator Enduro in Daytona, Florida, then a couple of months later wins the Little Burr 250 mile National Enduro in central Ohio. The amazing thing is that he rode this N.S.U. to and from these

events, maintaining a good speed by drafting buses and semi-trucks.

40 Years ago (1963)

By now, John Penton had switched to a slightly modified 250cc BMW with a shaft drive and a whopping 18 horsepower, and continued to win enduros throughout the country.

35 Years ago (1968)

The first shipment of ten Penton motorcycles arrive in March and John and Tom Penton, Al Born, Larry Maiers, and Leroy Winters test them at the Stone Mountain 75 mile National Enduro in Georgia, the Alligator Enduro and the Daytona Hare Scrambles in Florida. They bring home a total of ten trophies. The first official Penton Team (Tom Penton, Al Born, Bud Green, and Leroy Winters) was at

the 1968 Berkshire (see Berkshire International Trials News article). At the Little Burr 250 Mile National Enduro in May (Columbus, Ohio), John Penton on a Husqvarna 360 leads the 400 rider field, and is the only rider to complete the entire event.

30 Years ago (1973)

Rod Bush (now President of KTM, USA) opens a Penton dealership and begins riding on the Penton Enduro Team.

25 Years ago (1978)

John Pentons mother, Nina, dies on May 15th. The Penton name is dropped and the motorcycles are now exclusively named as KTM.

20 Years ago (1983)

Penton Central (in Texas) is closed.

BERKSHIRE INTERNATIONAL TRIALS NEWS

The 1968 Berkshire International Trial turned out to be an Expert level event. The Saturday course, intended originally to be quite easy to give novice riders a day of fun before facing a tougher Sunday section, turned into a nightmare for the new riders as gas line hill sections deteriorated and mid-afternoon rain made going very slippery.

On Saturday morning, 241 riders started Saturday at noon, 119 of them began the second lap. Saturday evening 61 made it home still eligible to ride Sunday. Sunday morning 58 riders chose to carry on. Sunday noon, at the end of the foreshortened event, 46 riders finished.

Heavy rains Saturday night caused the organizers to run a single lap only on Sunday, of 93 miles, and one test only, the hillclimb about 80 miles out on the lap. Those riders going out Sunday seemed happy with this decision.

From all this it is easy to see that the expert riders and the very determined new riders with well prepared bikes were the only ones to go the distance.

John Penton made it with a perfect score, so it could be done.

The Acceleration/Brake test caught a few hot shoes out when they overshot the finish and were penalized bonus points.

The Cross Country Test turned into 5 miles of mud and rock that was an ordeal for all save those who love that sort of thing. Piet Boonstra on a Triumph and Ron Jeckel on a Greeves set equal times of 16 minutes in this test, though riding different classes, Piet on a 500, Ron on a 250.

The Hillclimb Test found Leroy Winters and Al Born on Penton 125's topping the hill in 40 seconds, same time as Gerry Pacholke on a 250 Bultaco and John Penton on a 360 Husqvarna. This was a very popular spectator location.

Following the presentation of awards, The man who is responsible for the Berkshire, Al Eames, was presented with a new Bultaco 5 speed Matador, paid for from entry fees of riders. Al handles not only the pathfinding and trail marking, but also all local public relations, property use permissions, and so on. He puts a lot of hard miles on himself and his bike, to make this run a success.

**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

1972 Jackpiner rough condition, motor locked, missing: pipe, right motor side cover, air box lid, handlebars, controls, & kickstart lever \$200 Call Tim (IN) 1-317-784-9045

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

1974 PENTON 250 Hare Scrambler, nice condition, new Mikuni carb. \$1,550 or best offer. Lee Schultz (OH) 1-419-697-7505

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

Sell your unwanted Penton parts. Call Will Stoner (OH) for info - 1-614-856-1900 ext. 1227

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
Holeshoot KTM - Akron, OH

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

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

Sport Flash

BERKSHIRE INTERNATIONAL 2-DAY TRIAL
MAY 18TH & 19TH - BECKET, MASS.

John Penton on a HUSQVARNA 360 wins the ONLY GOLD MEDAL amongst 242 entries.

Leroy Winters on a PENTON 125 earns 2nd Overall placing, earning SILVER MEDAL.

Al Born on a PENTON 125 is the ONLY other finisher in 125 Class, earns a BRONZE MEDAL.

LITTLE BURR 250 MILE NATIONAL ENDURO
MAY 26TH - COLUMBUS, OHIO

John Penton on a HUSQVARNA 360 leads the 400 rider field, and is the ONLY rider to complete the entire event.



Whatever Happened to...?

GET BEHIND THE UHL

By Charlie Williams

This article is reprinted from the February 2003 issue of Trail Rider Magazine with their permission.

Searching out Six Days veteran Billy Uhl in the wilds of Idaho.

I'm a lucky guy. I've gotten to ride with some of the world's best and most famous riders: Sala, Peterhansel, Tianan, Summers, Malcolm, Larry, Dick, Cranke, Boisvert, Penton, Penton, Hough, Hough, Hough. Granted they all passed me like a falling safe, but I've gotten to see a lot of good riding being done. I almost took Tianan out once. See, I got so excited about catching him I forgot to wonder why he was slowing. Boulder field, he's going 10 and I'm going 60. All I could see is that big red spot on his jersey and the words, "Lucky Strike." Little did he know there was a huge crash going on behind him.

Okay, I'm probably not on their list of riding buddies, but recently I had the opportunity to go riding with someone they would all love to go riding with. Billy Uhl. Wow, no one stands out there better in my romantic memory of how the Six Days really is. Back when riders ran the world, the International Six Day Trial was the race. When you look back in the yellowed memories of old Cycle News, Uhl led the way. Billy finished third in his world class at the Six Days competition in Italy in his prime, and this was one of the best finishes of a U.S. rider at that time or since.

Billy's father rode bikes and owned a bike shop and no doubt taught Billy how to ride. When Billy grew up he was racing flat track and was doing quite well. Better finishes meant better sponsors, better equipment, and without a doubt Billy would have had a very successful flat track career. But to quote Billy, "I just loved to ride so much." So, he quit the flat track circuit and went cross-country. At a flat track

you drive all night and ride a little, drive all night again and ride a little. In cross-country, you get to ride all day. You still get to drive all night, so it's the best of both worlds.

So for what I feel is the right reason - "I just loved to ride so much," Billy went to the top of the world by finishing third in his class. In fact, he had a flawless ride and didn't drop the bike even once all week! Billy kept it on two wheels and the kickstand. Myself, I have a hard time getting the bike on the kickstand without dropping it, so a whole week is what legends are made of. He later went on to be the top performing American rider at the first Six Days held in the U.S. in 1973.

So, Billy went to the top of the off-road world, then due to age, injuries, and just plain burnout, he retired from racing. Next, in a move that puts him above all others in my book, Billy went his own way. Sure, he could have moved to Southern California and gotten a job hawking gadgets and go-fast secrets. But Billy headed up to the hill, turned his back on the wheels of commerce, and did his own thing. To me, that's cool - to actually hear the beat of a different drummer and to lead your own life, instead of just following the almighty yen.

Billy went to work for the state of Idaho, as a trail builder, maintainer guy. Long before any of us realized we were going to get thrown out of all the public land in the country, Billy and his compatriots were establishing a trail system unmatched anywhere in the world. Idaho boasts 9,000 miles of single-track motorcycle trail. That's probably more than the rest of the country offers. This is the first reason Billy invited me up to ride with him.

See, I don't figure Billy moved to the end of a 70 mile gravel road to hook up with self proclaimed magazine guys from New Jersey like myself. Billy's little town is what you might call "remote". He told me about one time when he and his two boys went out for groceries and it snowed while they were gone. They were snowed out

for six months before they could get back to their home. They stayed with friends for the first few days then did a "drive-about" all over the country. Don't we all wish we had the freedom to do something like that!

A typical day for Billy would be to get on his old bike, which is covered with tools, shovels, a chainsaw, Pulaski, McCloskey, and old leather saddle bags filled with lunch and goodies. He would head high up in the mountains, cutting logs off the trail and hand-cutting trail along steep, open faces. Most of the trails originally existed as animal traces, then Indian trails, miners and now dirt bikes. Without the bikes and the people behind them, most of these trails would long ago have been lost to Mother Nature.

First of all, the trails in Idaho are rough, not in a GNCC way but in a nature's splendor type of way. They're narrow, steep, rocky, and just plain difficult to ride. Just getting Billy and his tools to the job would wear out most mortal men. But then to spend all day chopping or digging at elevation? It's hard work, but very rewarding.

The way I see it, long after civilization has collapsed, after the next ice age has resculpted the landscape, when forest-faced scientists discover these serpentine trails hung on the sides of mountains, they will find evidence of an ancient civilization. Billy's name will have been long forgotten, but his work will stand the test of time. Just as the Nazca lines and the unexplained heads of Easter Island confound us today, these motorcycle trails of Idaho will stymie tomorrow's scientists.

So, as you sit there studying your fourth quarter profit and loss report, don't you wish you could take your kids on a six-month "drive about" and still contribute to mankind's legacy? You can, and this brings me back to why Billy agreed to visit with me and us.

Idaho has all these excellent trails that have been pretty much kept secret, but times have changed, so Billy asked me to invite all of you to

come ride with him. Now, he doesn't mean to just show up on his doorstep. We need to disperse across the state and ride every inch, of every trail, every year.

The regulators are coming. They want the same thing they always want - control. For whatever reason, THEY want to control something they don't know anything about. Thankfully, Idaho's government is littered with riders. It appears that, from the Governor down, dirt bikes have friends. That's not enough. Money and votes make the big wheels turn, so we simply need to show them more money and votes. Go on-line to www.idahoparks.org and order the \$15 off-road sticker. Even if you never plan on going to Idaho, please, so I can have a place to ride, please buy a sticker.

Then, since you already have the sticker, if you're like me and you hate to see that \$15 thrown away, load the truck and head into the Idaho mountains. Pick any corner of the state, and order a map from the same place that sold you the sticker. The trail systems are pretty well marked, and you can usually find your way fairly easily. If you are new to mountain riding, it can be and should be fairly intimidating, but I'm about to share a secret weapon with you.

Now just because Billy Uhl took the high road, grew a big beard, and made a living doing hard physical labor, do not think for a minute he let his mind go idle. From here one could write a book following the wide and diverse path of Billy's life. You would be amazed at how broad his knowledge is. But that is his private life, and there certainly is not room here to detail all of his endeavors.

I'll move ahead to the second reason Billy Uhl would want me to write to you. He has more to share with all of us. In the peaceful serenity of hard work and in the distillation of thought that solitude promotes, Billy devised a curriculum for teaching people how to ride. How to ride bikes, how to ride

quads, and how to ride snowmobiles. the physical part was easy; the hard part was becoming accredited and accepted by the powers-that-be. Today, Billy travels all over the country and teaches parks departments and conservation officers how to safely operate their off-highway vehicles.

Yes, this puts him in direct competition with the Motorcycle Safety foundation, but both parties have respect for each other. They are both sharing a common goal of teaching safe riding, so there is no animosity between the two programs.

Okay, this all well and good, but few of you who are this deep into Trail rider Magazine need entry level quad lessons. This is where it gets really good because Billy's program works up from novice to "double expert". Double expert, huh? On the trails of Idaho, double expert means something. I bloated my skills and signed up for expert.

This is where the fun really starts. First, my bike is broken, and it's late Sunday afternoon. School starts Tuesday a.m. Locally it is regarded as such an honor to ride with Billy that Bob Bosserman, the Boise KTM dealer, opened his shop early Monday morning just to work on my bike. I can't even get shops at home to answer the phone, so for Bob to come in on his day off is pretty cool. When my bike needed parts that were not on the shelf, Joey stepped up and said, "Dude! You're going riding with Billy Uhl? Take my parts. Here, take the whole bike! Go ride with Billy then come back and tell us about it." So what I'm saying is, without a great effort from friends, I would have missed my chance. Thanks, guys!

I rolled Joey's 520 KTM into the truck, spent an hour chasing down provisions and headed up the hill. It takes about 3 hours to make the 70 mile drive because the road follows rivers loaded with fish and crosses mountain passes where deer and elk wait around every corner. Most of the drive is on gravel and dead ends at the

wilderness boundary. The little town is so remote, you really should buy a shirt proclaiming that you made the drive. Most of my buddies have only visited on bikes. Imagine, Billy's home-town is an excellent dual-sport destination. No surprise to me.

We met at the planned time and place. Billy was dressed in hiking boots, cargo pants and a wool shirt. Me, I had every appliance offered by southern California. Special riding boots, special pants, pads galore. Back pack, waist pack, Gore-Tex; a genuine Cordura model. Billy was amused at my appearance. In my own defense, I had no idea what was in store for me. Did he have his own way of dealing with pushy editor types?

We rode out to an open pasture and talked about his riding school and did some elementary exercises. In the first ten minutes he taught me how to balance in place like a trials rider. In the next ten minutes he taught me how to lift the rear wheel off the ground using the front brake and how to swing the rear end around using my knee, making even the tightest switch back rideable. Ten minutes later he had taught me to do a U turn on an 8-inch wide trail.

We talked about the history of the trails, route finding in the mountains, finding old trails, and building new ones. He talked with great excitement about the "Fisheye" and the "Platform" switchbacks that he had designed. We spent a couple of hours just riding around and sight-seeing. He would lead, I would lead, and we both made mistakes. It was just a couple of guys out riding for fun.

He just smiled when I got to the platform switchback and knew just what to do. I could describe it to you, but it is basically an environmentally friendly way of turning bikes on a steep grade. It will never erode or break down. The fisheye switchback was even more interesting but still environmentally friendly, and this turn can really open up some new terrain. that's where our conversation went next - new trails.

Even as friendly and pro-moto as the Idaho government is, the Greens are still after us. Every season, bits and pieces of trail are taken away, and they are often right in the middle of a loop. The saddest thing about this is they just don't understand. They seek power and control and just don't understand how they mess things up. They confuse power with knowledge and try to fix something that is not broken. We have to speak out, and now! BUY THE STICKER. Write Idaho Senator Craig and go ride the trails. If we don't show strong force today, they will continue to dismantle the absolute best trail system in the world.

Here's one more thing you can do to help preserve trail riding for future generations. F.E.A. (Forest Education Assembly) is the organization that delights in bringing you the Billy Uhl Riding School (TM). The organization has actually set up a legal fund to create a financial base large enough so we can fight back. As Billy says, "Ultimately, the courts are where this battle will be won." You really can make a difference in this arena, so make your contribution to the legal fund by sending a check made out to F.E.A. Mail it to Bully Uhl, c/o 111 Broadway, Suite 130-150, Boise, ID 83702. Billy guaranteed me that your funds will be used to keep trail riding a reality instead of something you can

only read about in a history book or hear old-timers lament about its death.

IF riding is close to your soul and you seek more adventure in your life and would like the opportunity to ride with one of your most respected riders, seek Billy out and go riding in Idaho. If you are a park ranger or ride a quad at work, get with Billy and have him teach you and your group safe riding skills. If you are an expert, Billy has advice for you too.

Contact Billy at:

www.ohvtraining.org

Contact Boise KTM at

www.motosports-boise.com

Boise Ridge Riders are at:

www.boiseridgeriders.org

A TRIBUTE TO GEORGE ROEDER - #94 A MOTORCYCLE LEGEND

by Al Born

The motorcycling world was recently saddened by the sudden passing of George Roeder of Monroeville, Ohio. The first time I saw George was at the Lorain County Speedway back in 1957 or 1958 when it was still a dirt track. George was a fairly new Expert in ranking at the time, and I can distinctly remember how fast he was. I was very new to motorcycle racing at the time and I can not remember many names from that race, but I do remember George and a man named Jim Koplinsky who I think was from Milwaukee. At any rate, they were the two riders that really backed their motorcycles into the turns right up against the fence at about 100 miles per hour or so it seemed to me at the time. I may be off a little bit on the speed but please keep in mind that this was the first flat track race I ever attended and I know that I will never forget that race.

I got to know George well in 1960 and 1961 when the Competition Riders Assn. was holding the indoor motorcycle races at the Cleveland Arena down on Euclid Avenue. They put smooth wooden platforms down on the ice (used for hockey), then we put rosin on the boards to make the traction better. It was a very short track that was perfectly flat and I can remember George, Ronnie Rall, Bobby Worden, Doug Showler, Paul Kiger, and Paul Myers turning eight second laps. George and Ronnie would drag their knees in the turns and on occasion, I remember them touching their handle-grips on the floor during a wild slide and still not fall. I always worked as the pit-steward at the arena and I got to know all the riders on a first name basis.

Later on, I watched George race at several of the Midwest and Southern flat tracks as well as the Daytona 200 several times. I have also watched his son Will on the road courses a few times and many times have watched George and Jess on the flat tracks and have had the privilege of being in their pit

areas on a few occasions. George accomplished many feats during this racing years. He missed being the Grand National Champion by a single point in 1963, being edged by Dick Mann and again in 1967 he was edged by a meager six points by Gary Nixon, both of them also being "Racing Legends", who were both multiple time "Grand National Champions". George also set a land speed record for motorcycles at the Salt Flats in 1965 and stood on the podium four times at the Daytona 200 Road Race. George was also named as the AMA's "Most Popular Rider" in 1963 and in 1965.

The last time I got to see George race was at the Vintage Races at Ashland a couple years ago and he still had what it takes to be a winner. Due to prior commitments, I was unable to attend the funeral services, but I have been told that after the service that approximately 2,000 people gathered at the Motorcycle shop for a time of memory sharing. Also, I was told that approximately 1,000 motorcycles, making up at least a one mile procession, rode to the Huron County Fairgrounds where George had raced many, many times. This was all done in honor of George, who is now gone from this world, but I know that anyone who has ever seen him put that Number 94 Harley Davidson up against the fence in a full "power slide" will never be able to forget him. In my opinion, this world is a much better place because of the caliber of man that George Roeder was. May he rest in peace and may God bless and keep his family in the days ahead.

P.S. I believe it was one of George's old KR's that stood in the funeral home at the foot of his casket. As I was leaving the funeral home, I asked the Funeral director if he had ever had a motorcycle in the funeral parlor before. His answer was "no" and he stated with a smile that his was a request that he could never have denied because he knew what motorcycling meant to the lives of the Roeder family. HOW TRUE. HOW TRUE.

Meeting minutes have been removed from this document.



PENTON OWNERS GROUP

