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Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



Paul Danik (PA) riding his Penton Six-Day bike across one of the river crossings during the 1973 ISDT in Massachusetts. Six days of constant riding earned him a Gold medal at this event.

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STILL ...KEEPING TRACK Newsletter of the PENTON OWNERS GROUP

The Penton Owners Group is a not for profit corporation chartered in the State of Ohio and an AMA chartered club. Our Federal tax I.D. number is 34-1860635.

The Penton Owners Group was formed to preserve and share the memories and the equipment of a very special time in motorcycle history. The first Penton motorcycle was manufactured in 1967 and the last in 1977. This was a time when the enthusiasm, ambition and creativity of the original Penton group helped shape a new industry and a new generation of dirt bike enthusiasts. Sport and competition motorcycles played a significant role in this motorcycle history. Our aim is to make the Penton Owners Group a source of information about the history of the Penton motorcycle, the Penton Company and it's many dealers, riders and extended family.

The mission of the Penton Owners Group is to enjoy and share all the memories from the past and the events of the future, as Penton motorcycle enthusiasts.

Club officer names and contact information
have been removed from this document.



Still ...Keeping Track is published quarterly by the Penton Owners Group. Annual membership dues is \$20 per year for US residents (\$25 for foreign membership) and includes a subscription to the newsletter which is not available separately. Manuscripts, photos, drawings, etc. are welcome but no payment is made for material submitted, used, or retained. Please keep duplicates of your submissions, as we cannot be responsible for loss or damage.

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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 July of 1973 I read about the upcoming I.S.D.T. event which was to be the first time that this world class event was to be held in the U.S. I talked to one of my riding buddies, Mike Rand, about it and we both started making plans to take time off work and go to it. Even though we were not quite sure what to expect, we were excited to get a chance to see our "on Any Sunday" hero Malcolm Smith in action, and cheer for the other U.S. riders.

On August 6, 1973 I mailed a \$15.60 check to the AMA and on August 29th they mailed me the 48th I.S.D.T. Spectator Kit. In it was a mimeographed signed letter from Ed Youngblood (the Acting Executive Director of the AMA at the time) appealing to all ISDT supporters that the event will be a long and monumental international gathering, and that as an American I will be an ambassador for motorcycling in this country and to be patient and courteous with our foreign visitors. He asked that if I take my trail bike, to not ride it on the course under any circumstance and not to take down any route markers as souvenirs.

In the package were 3 maps of the routes for each days ride (2 days per map), a souvenir program, a "This is the ISDT" booklet by Al Eames, a pamphlet from the New England Trail Riders Association, and an advertising brochure from "Motor Cycle Weekly".

On August 20 I mailed my check of \$12.95 to Chilton Book Company for my copy of the 48th ISDT book that they were putting together.

On August 23rd, I requested and received a personally signed letter from Robert Razor (The AMA Legislative Analyst at the time) letting me know that a copy of the laws and regulations which govern motorcycles in the U.S.

was enclosed. He also let me know that they were not encouraging spectators going to the ISDT to bring their trail bikes.

On August 29th I contacted Bonnie Brae Cabins in Pittsfield and they mailed me information on their camping facilities.

On September 16th, I loaded my Kawasaki 350 Bighorn and misc. gear in my Ford van, picked up Mike and his Yamaha 250 DT1. Onward we drove to the land of Massachusetts.

Arriving in Dalton, I was surprised to find rural expanses of woods instead of suburban sprawl. We easily found the campground and quickly set up our tent and unloaded our bikes.

The Souvenir Program was a big time saver for us. In it was a page listing general points of interest for spectator points for each day with a map on the opposite page showing the location of each spectating area. We used it to view a river crossing, an uphill power line, a tricky water covered section deep in the woods, and a damp morning start at the Parke Ferme.

I was amazed at the strange variety of bikes that were there. Names such as Zundapp, Gilera, MZ, Monark, Puch, Rokon and Greeves were new to me. I also could not believe that they were competing on 50cc and 75cc bikes which we considered only as mini bikes or that 750cc + BMWs and Triumphs were being ridden. The 50cc bikes were interesting. They were just as fast as the

other bikes only they must have had about twenty gears in them. As the riders would take off from a check point, they could be heard constantly shifting gears as they disappeared down the route around the first corner.

The BMWs were neat to watch. It was if the riders were driving a Cadillac. The bikes would sort of cruise over the bumps and there was plenty of power for the bikes to muscle their way up any hill without the riders having to struggle. They were also the quietest bikes on the course.

Thursday was the best day of the event for Mike and I. We found out on Wednesday that Thursdays route would be going past our campground and that there would be a check point there. I put on my "Kawasaki" jersey and we grabbed a couple of our folding chairs and set up our seating area along the side of the road right next to the checker. The Souvenir program came in handy as we checked the listing of riders by number as they came in and stopped in front of us. We were pumped as we got to wave to all of our heroes as they stopped. I had my Kodak camera with me and managed to get a shot of Malcom Smith, Jack Penton, and Ron Bishop.

We rode our bikes to some of the spectating areas and one afternoon as we were riding down a highway we noticed an Italian rider that seemed to be lost. He was stopped at the side of the road looking at a map. We pulled over to

offer him some assistance. He got nervous and took off. I looked at Mike and told him that the Italian rider was probably cheating and we took off after him. We had no idea just how fast the Italian riders were. He disappeared at the first turn in the road. By the time we reached the turn we had to hit the brakes. There was road construction going on with our lane detouring to the left with a huge front end loader in the middle of the road. We spent the time going around the detour looking for an Italian rider greased up on a tree, light pole, or car. But there was none to be seen and he just disappeared.

On Saturday morning it was time for Mike and I to pack it all up and head home. We missed out on the MX races and the closing ceremonies.

This was one of the more memorable trips of my lifetime which resulted in my paying more attention to the results of following ISDT events, hoping that one day the US would acquire the coveted World Trophy.

This year is the 30th anniversary of that special event. In commemoration, the ISDT reunion and ride will be held in Massachusetts on October 3-5th. This time, my trip back to Massachusetts will be a lot different. Instead of being a stranger going to an event to try and see many of the "world's best" off-road riders, I will be going as a friend to celebrate this event with our "heroes".

Opening ceremony for the 1973 ISDT in Massachusetts. This photo shows the US riders lined up on the field.

Shown left to right:

row

- 1 - Jeff Penton & Tom Penton
- 2 - Dane Leimbach & Billy Uhl
- 3 - ? & Carl Cranke
- 4 - ?
- 5 - ?
- 6 - ? & Joe Barker
- 7 - Paul Danik & ?



photo by Jerry West

MEMBER PROFILE PAUL DANIK

My motorcycling adventures started with my brother wanting a Honda to ride to school. It was 1965, and my dad traded a local Honda dealer some landscape work for a Honda 150 Dream. It didn't take too long for my brother to run the Honda off the road into a ditch, even though he wasn't hurt, I don't think he ever rode the bike again. I had been mowing lawns and had bought a nice stereo system. My brother was about to leave for college so I traded him my stereo for the Honda. I don't know the exact ratio of hours working on the Honda verses riding it, but my tools got a lot more of a workout than my helmet.

I loved to ride the Honda around our nursery. I would race up and down each row of trees and try to make the turns as tight and fast as possible. I slowly ventured further from home to ride some of the farm roads in the area. My mom mentioned one evening that she heard that a semi-retired motorcycle racer had moved just up the road. I decided to take a walk over and see what I could find out; this was one of the best moves of my life. As I approached the couple who were doing some yardwork, I asked if he was a motorcycle racer. "Who the hell wants to know?" he asked. His wife scolded him, saying that he might scare the kid away, fat chance!!! That was my introduction to Bob "Augie" Augustine and his wife Sandie. After that I seemed to live at Augie's as much as I did at home. Augie had done quite a bit of racing in his day and sure was a lot of help to a 14 year old kid trying to ride a 150 Honda Dream in the woods.

Sandie worked at Fran Kupec's Honda shop and they became a very early Penton dealer. Augie mentioned to me about the Penton motorcycle and said that if I wanted to ride the

local mud runs and ride in the woods, that would be the bike to get. My dad somehow came up with the money and I became the proud owner of a very early Penton. It had the 4 bolt drive unit for the sprocket and the early cast airbox. I think the serial number was around 149. I later took the airbox off and replaced it with a filtron sock style air cleaner. I hung the airbox on a nail in the nursery shop and it stayed there for 30 years until Norm Miller needed an airbox for his restoration of Penton #001. I gave Norm that airbox and I am proud to have helped him with his project. As you can imagine, it didn't take a now 15 year old kid too long to have a few shifting problems with his Penton, mostly from power shifting second and doing wheelies up the nursery lane, even after dark with the floodlights on!!

Sachs engines were and still are quite a bit different than Hondas, so the mechanics at Kupec's were not able to solve my shifting problems. Sandie called Penton's and explained the problem. They said to bring the bike over and they would look at it. Since I was still too young to drive, we loaded the bike in Augie's pickup and Sandie drove. This would be the first of many trips to Amherst, Ohio. Mr. Penton himself did my transmission repairs and showed me what he was doing. He finished up the job and turned to me, "there" he said, "Now I want you to go back to Pennsylvania and help keep these Pentons running." I think I know how Noah felt when the Lord asked him to build the ark! After we left the shop, we went over to the Penton Farm Market. A shipment of bikes had just arrived and were to be stored above the market in the upstairs of the barn. My job was inserting the owner's manual and assorted literature that went with each new bike through the grab hole in the crate. I also met Jack Penton on that trip. He and I sat together on some cases of oil while awaiting his dad. Jack showed me

pictures of his big brother Jeff in a motorcycle magazine winning some big race. I was awestruck that this guy's brother had his picture in a real motorcycle magazine. Almost 30 years later, Jack and I, along with several other gentlemen, sat within 5 feet of that very spot and worked on forming the Penton Owners Group.

I rode lots of mud runs, motocross and even some observed trials with my Penton. As time went on, I was able to place in my class and even racked up a few wins. With guys like Jake Fischer, Ron Bohn and the Lojack's at all of our local events, we didn't lack for competition. I always tried to find out where the Penton "boys" were going to be racing and tried to run against them as much as possible. There was always a special electric in the air at a race when they were there. They were the "top guns" of the races, but they were also very easy to talk to and were always willing to help a fellow Penton rider. I remember the State Championship MX race at State College, Pennsylvania. Jack and Tom Penton were there. I was able to beat Tom, but Jack won the event. Afterward, Jack and Tom came over to our truck to sit and talk. Sandie and Augie's daughter Robin had made the trip with me and reported to her dad that things were improving. The Penton boys came over to our truck after the race instead of the other way around.

I raced a double header MX at Bel Mesa Raceway in West Virginia. I always liked that track. A kid on a 125 Suzuki was tearing up the place in practice, so I watched for him to go back out and ran some practice with him. We ran pretty hard in each of the six motos, but it was my day. I won five of them and he won the other. Afterward, a big man walked up to me and asked if I was the kid on the Penton. I said I was, he said he wanted his son to meet the guy who had beaten him. His son was on the Suzuki. We shook hands and talked for a bit. Years later, Joe Barker was

staying at my house as we trained for the 1973 ISDT and as we traded war stories, it turned out he was the Suzuki rider at Bel Mesa that day. Another crazy thing happened that day. Two older riders from the Pittsburgh area came over to me and said that if I was to slow down a bit, I might make a decent enduro rider. I asked them about this enduro stuff and one thing led to another. I went with them the next weekend and rode the Little Hocking Enduro and won the C class overall, and I was hooked. Every weekend I was off to either New York or southern Ohio for an enduro. I won highpoint "B" at the Newark, New York national in my 9th enduro and received a bit of praise in the Penton newsletter. Most enduros were about 5 hours from home and many a Monday morning I had only gotten a few hours sleep before my dad would holler for me to get up as we had a landscape job to do.

I was able to make some of the Penton Dealer Schools and always really enjoyed them. Besides the daytime sessions, there were always movies in the evening. At dealer school and almost anytime I was around the Penton gang, the ISDT was always talked about. This ISDT stuff really caught my interest, all of the strange names of the foreign riders and all of the different places where they were held. When it was announced that the 1973 ISDT was going to be held in the US, I decided to give it a try. I sent my entry in for the qualifier at Fort Hood, Texas. I had no idea as to how I was going to get there. I just knew that I wanted to go, I would figure out the minor details later! I called Penton Imports and asked if they had a truck going to the qualifier. I need to get my bike there and I would ride a bus or whatever. I was transferred to Doug Wilford. I explained my situation to him and he said "Why don't you just come out and ride down with us in the Cycleliner," I couldn't believe what I

had just heard. I accepted the offer and started to prepare for the event.

Traveling with the Penton team in the Cycleliner was more than I could have ever hoped for. The event at Fort Hood was rather fast and dusty, combine that with my "stage fright" and it was a rough combination. I missed a danger sign on the trail before the first check and crashed into some boulders below a hidden drop-off and messed up my shoulder. Later that day, I crashed at speed and really did a job on my knee. About this time, I reached back in my mind and remembered what Augie told me after I crashed my brains out in a hare-scramble, "The slower you go, the faster you are." That night the guys wanted me to see a doctor, but I opted to sleep in a hot tub of water with lots of Epson salts. I made it through the second day and the final event was the MX special test. During the MX, my handlebars broke on the throttle side. I jammed the broken bar behind the number plate and continued at a slower pace. A flagman black flagged me as being too dangerous and I pulled off the track. Mr. Penton just happened to be standing there and asked me why I stopped. I told him I was black flagged. I immediately was on the receiving end of a lecture as to how NOBODY can ever tell you to quit if you don't want to. I went back out and finished the special test. I earned a Silver Medal at Fort Hood.

We went to Amarillo, Texas and did bike repairs and mended our bodies as the Busted Piston 2 day qualifier in Potosi, Missouri was next. I earned a gold medal at Potosi and then we returned to the Penton R&D building and unloaded the Cycleliner. I found Mr. Penton before heading home and asked him what I owed him for the parts, motel space and all. He looked at me and said, "Paul Danik you don't owe me anything, and by the way, there is a container of bikes coming into Baltimore and your name is on one of them." WOW, once again I was in shock, lucky enough to get to

travel with the team and now I was getting a bike. I couldn't wait to tell Augie and my parents. I traveled with the team to the rest of the qualifiers and did rather well in all of them.

I was working a landscape project one day and my mother drove up and handed me a letter from the AMA. It stated that I had been picked to represent the USA in the 1973 ISDT. I couldn't believe it!

The next weeks were like Christmas with the UPS dropping off boxes of new boots, riding clothes, and other items for me. I received a letter from Doug Wilford saying how he knew I would not let him or the Penton folks down, how this event was going to be tough, and how my machine would have to be prepared perfectly. I had to get busy!!

I started to run every night, not on the local track, no, I ran on the same trails that I rode my bike on. I also would push my bike up the nursery lane before starting it every time I went riding. I was told that in the ISDT no one could help you. You must be prepared to do everything yourself, including pushing your machine if you need to make the next check. I sure didn't want to have Mr. Wilford mad at me!!

It wasn't long before it was time to travel to Amherst to prepare our Six-Day machines. Most every time I went to Amherst and had to stay for a while, Jack would ask me to stay at their house. I always remember how Mr. Penton would walk across the road to the Penton Farm Market each morning and bring back fresh fruit for us to eat at breakfast. My race machines were never really trick or special. They were just prepared in a very precise manner to not give me any problems. Reliability was my goal. At the Penton R&D shop, the other riders were all doing little "trick" things to their machines. I had my machine tore down but I was confused by all of the work I saw being done by the other riders. After a day or so of not making any progress, I loaded all of the parts and pieces of

my machine into my van and went home. I prepared my ISDT machine in the little shop at the nursery the same way as I had always done. I even put about 100 miles of easy riding on my bike before I returned to Amherst. My bike had some of the shine wore off of it when we loaded it for the trip to Pittsfield in the tractor trailer, but I had a lot of faith in it.

The whole ISDT experience was unbelievable. There were riders from different teams and countries working on their machines in many different locations. The Parc Ferme had an almost circus atmosphere to it with many tents set up for manufactures to display their items. The riders from the host country had to get their machines impounded first and I was glad when that was over.

The trails were a lot like what I was used to riding with a combination of mud, rocks and water crossings. Several items were unique to me. First off was the spectators that lined the trail and were waving the American flag and yelling encouragement's. Second, of course, was the length of the event. This is where my training really paid off. I rode each day as its own event and really never had any major problems. My bike ran flawlessly and I didn't

fall the entire six days. Some of the special test were laid out on power line trails and it seemed like the spectators lined the entire test section. It amazes me as to how many folks that I run into today that say that they were there cheering us on, THANKS!! You were appreciated.

My main goal was to finish. At the end of each day, I would eat and go to bed, day after day. We went to a reception hosted by the AMA on Saturday evening after the event, at which time they posted the final results. I couldn't believe it. I had earned a GOLD MEDAL!! I hurried to a phone to let my parents know and told them to call Augie and Sandie and let them know also. Now it was party time!!!

I rode on the Trophy Team the following year in Camerino, Italy and earned a silver medal. I actually rode twice as well in Italy as I did in the USA, but the event was really rough on us small bore riders. The course for each day would take us up into the mountains and back down. I had to keep the rpms up on my bike going up the mountain trails to maintain momentum. If you lost momentum, you were in trouble.

Judy and I were married in October of 1975 and I became more

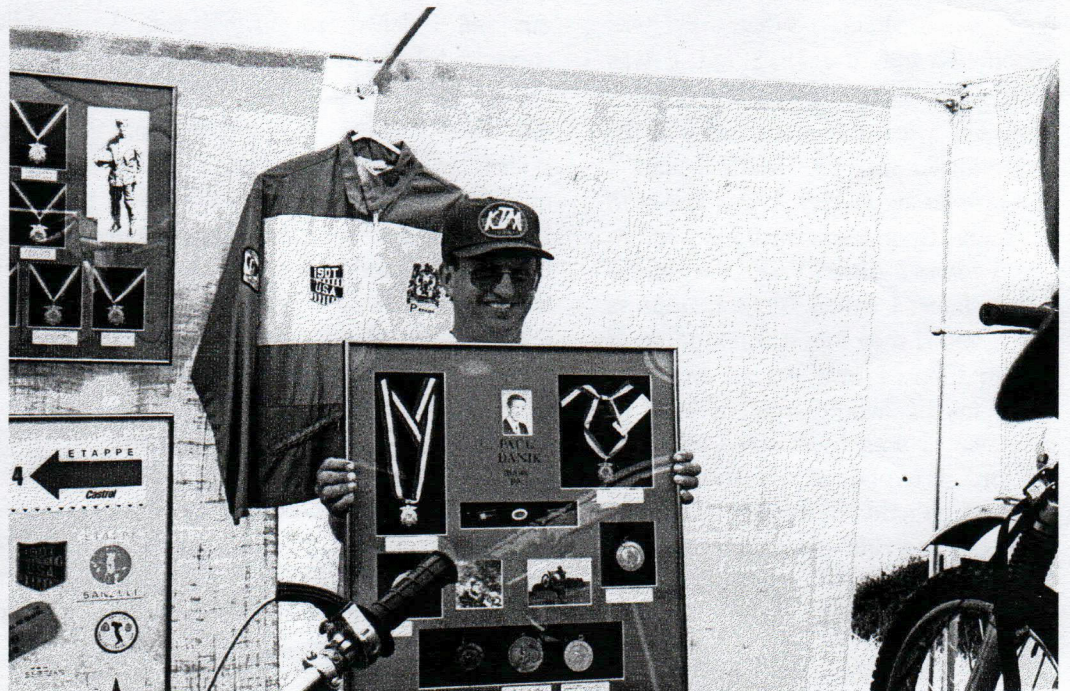
involved with family and working at the family business. My riding slowly took a back seat. We have three children: Sabrina, Cami, and Chad. The girls never did much riding, but Chad has really enjoyed the sport. Chad and I trail ride together and do some racing. We are both entered in the ISDT reunion ride in October. I hadn't ridden a bike in several years when I happened to hear of a vintage trials at the Ohio Valley BSA Owners Club in Toronto, Ohio. Judy and I loaded up the kids and off we went. I was soon hooked again!! It didn't take long and I was trail riding again. When I saw how much fun the BSA guys were having, I wondered what it would be like to have a Penton Club. When I met Alan Buehner at a Will Stoner Swap Meet, I mentioned the idea to him and as they say, the rest is history.

Augie passed away at VMD in 1998 during the Motocross. Without his and Sandie's guidance and the support of my parents, who have both passed away, my motorcycling adventure would not have been such an adventure. Thanks to them and to all of the folks that have helped me along the way!



Paul Danik holding his framed ISDT medals and qualifying medals at the AMA Vintage Days event held in July 1997 at Mid-Ohio.

photo by
Debbie Houghton



MY MEMORIES OF PAUL

by Sandie Augustine

At this year's Ohio Valley BSA rally in Toronto, Ohio, I was happy to find Sandie Augustine in attendance and we spent about an hour talking. I mentioned to her the article that Paul wrote about himself for this newsletter and I asked her if she would be willing to write her side of his story. She agreed and this is what she submitted. I hope that you find it to be as warm and touching as I did. It is a fitting tribute to Paul Danik while he is still around to acknowledge it. Be sure to mention this article to him the next time that you see or e-mail him. Life doesn't get any better than this!

Alan Buehner

In 1968, Bob and I took a chunk of property from the Augustine family farm and plopped the biggest and best trailer you could get at the time on it. This did not go over well with our "high society" neighbors. The adults voiced their opinion by going around signing petitions and attending meetings. Their teenagers took advantage of the situation by vandalizing. It was bad. No matter how late we stayed up, they stayed up later, and they got us with some type of prank every night.

There we were one day, out in the yard, and this teenager walks up the road. I mentioned to Augie that this young lad had done this on more than one occasion. A short time later, here he comes back down the road. He stops, and very gingerly started walking towards us. He got within a few yards and says, "Are you the guy that races the motorcycles?" Here's this normally laid back man (the same one that would never let me call the police on these juveniles and their pranks) on his feet and in this kid's face, like right now, and he says, "Yeah, and what about it!" I had to ease the situation a little bit, but that day was the beginning of a thirty year relationship. I later found out from Paul's mother that he was making these trips past our place just to talk to "Big Augie", but would run out of nerve each time, until that day.

I can't be real sure but I think it was later that day when Augie went to see what "the kid" had. It was a nightmare, a 150 Honda Dream. I am not sure what Augie was riding at the time, but he came home shaking his head and said, "I don't know how he does it!" But this was the ideal situation for Bob, he had a playmate, and ride they did. They would go play around in the woods and trails, come home and do the ride all over again, laughing, and planning their next strategy for any obstacles they had found, or talk about a place they had seen that they wanted to explore more closely. In the later years, after they had both gotten back into riding, I noticed that the woods rides were a lot shorter and the armchair rides a lot longer.

Once Paul got his first Penton, he took off, and there was no holding him back. How many times I heard Augie

tell him, "This is all fun, we're just doing this for fun!" Paul just kept getting better and better, faster and faster, and you would see Augie with this shitty grin on his face just beaming with pride. He didn't want Paul to get hurt, so he kept reminding him about the "fun" part, at the same time he was pleased to no end at "The Kid's" accomplishments.

Paul's family owned North Hills Landscape Nursery and Paul's dad was a guru of rhododendrons. The Nursery was a showcase that people came from all over just to walk through the different displays. You could spend a day there, and not see everything. It was very innovative, at that time, and it took a lot of hard labor to keep it that way. Paul never slighted his responsibilities, his work was always completed before he got on the motorcycle. He would get up early in the morning and do some of his chores before school, and complete the work after school. By the time we first met him, at the age of fourteen, his work ethics were deeply ingrained. He always ran, never walked, and he wanted to have time to ride, so he worked twice as hard and twice as fast. I had to remind him, only a few years ago on the way to Daytona, that we were on vacation and to please slow down!

When Paul got his driver's license, their extra vehicle was the dump truck from the Nursery, and that was what he used to drive around in. Thus, we made this deal, you take our pick-up to go to the races, but you have to take our daughter with you. She had grown up watching Daddy race, and she still loved to go. If I tell you that he called her "THE BRAT", and she called him "Knobby Nose," you can figure out pretty easy that getting to those races was a dedicated effort for him.

Just about the time Paul was starting to bring home the first place trophies, Paul and one of his good friends, Gary Lamperski, got to ragging on Augie about him not being able to handle moto-cross racing. They knew he held up well in the Hare Scrambles, but they were really having fun with him and the moto-crossing. Next thing you know, Augie borrowed a Penton from one of the guys where I worked and off they went. He beat them both soundly, but the next morning when I was trying to assist him to get out of the bed and in an upright position, he said, "Don't you dare to tell either one of those little S.O.B.'s about this!" It took him a week to recover. He knew that weekend that he was no longer the teacher. Paul was already exceeding in the skills that Bob tried to pass on.

While Paul was doing mostly Enduros and Moto-cross, Augie got into Observed Trials. We were headed for a Trials one weekend and Paul had nothing on his schedule, so he loaded his Penton up with the Sherpa T, and off we went. I still laugh when I think of that day. His Penton was definitely not set up for Trials riding, but no one told him he shouldn't be able to do it on that bike, he'd just go flying through those sections. We were waiting at one section for

them to come through and I saw the one checker jump out of the way and scream to his assistant, "Here comes the Moto-cross Kid!" There was a log on one section that was giving everyone fits. I am pretty sure that even the guys that set up the Trials realized they had made a mistake. Paul took one look at the situation, got on his trusted Penton and came flying through. He ended up not only jumping over the log but clearing it with lots of air between the log and the bike. It was the first zero they gave on that section for that day. I don't have any idea if either one of them placed that day, but we laughed the whole way home about the "Moto-cross Kid."

I am a little fuzzy about when Paul started to ride with the Penton's. He had met them shortly after he got his first Penton, when we went over to Amherst to get the new parts and get the bike repaired. He never shut up the entire way home. "Did I see this? Did I see that? Do you know who that was? What about this? What about that?" I kept telling him I was there, but by the time we got home he was so wound up that he spent a week to tell Bob all about it.

We were as excited as he was when we heard that Paul was going to ride in the ISDT. I'd look out my window and there he was with his heavy work boots on, running up this plowed hill, with the corn stocks sticking up here and there. He's lucky he didn't break a leg. I thought he was crazy, but he was determined to be in the best possible physical shape he could be. Bob was afraid he'd forget the part about "We do this for fun!" Bob was happy to see him get this chance of a lifetime, but letting him go on his own was a real struggle. We knew Paul was a great rider, but we also knew that he enjoyed being competitive, and knowing the field of riders he'd be riding with just scared the devil out of us. He'd always been a kid to keep his head straight, but we were still on pins and needles the entire time. When word came that he got a gold medal, it was one of the few times I saw my husband cry. By the time he went to Italy, we thought we were old hands at this, but it turned out to be just as exciting, and the waiting was worse. Paul had called while he was over there and told Bob about some of the riding. Boy were we happy to see him in one piece when he got home.

Paul and Bob both got out of motorcycles for a few years, they just found other things to talk about. Paul and his wife Judy had three of the most beautiful babies in the world. They built a new house and Paul built his business. We got into boating and camping. Augie and I had a pretty good team going with getting people up on water skis. I'd get into the water with the new skier and Augie piloted the boat. I know he didn't lie to me, he'd never do that, but when it was time for Paul to ski, I somehow was under the impression that this was his first time. I jumped into the water with him, gave him the routine lesson, gave the signal to Augie, and sat there in the water watching Paul jumping

in and out of the wakes. Have I mentioned his sense of humor before this?

Somewhere in the late Eighties, and early Nineties, Paul got all excited about the "Vintage" bike happenings. He had gone to the Ohio Valley BSA Owners Club rally in Toronto, Ohio. It didn't take much persuading to get Bob's interest aroused, and much like everything that Paul does, he not only joined the BSA club, and served on the Board of Directors for a few years, he served the club well as President.

They were like little boys again, getting new "old" toys, and having a blast doing it. Bob was able to get his Sherpa T back in boxes, and he restored it. Paul was finding Pentons. He set one of them up and they were off riding Trials again. The more Pentons Paul was able to find, the more he got to thinking about the guys he rode with back then. He kept getting in touch with them and his enthusiasm, plus the energy he put forth, was able to generate the interest of a lot of people and got the ground work for the POG started. I know that when it comes to Paul, I have a tendency to brag, but he really has done a lot.

A special treat for Bob and Paul was that this time our sons got involved, and Paul's son Chad was really getting into it. But mostly, it was Bob and Paul and they all went and rode Trials. Now Paul does really good in Trials but it was never one of his favorite events. I truly believe he did this just to be riding with his old buddy.

They really had a bond like no other I have ever known. I have often said that Paul had some kind of built in sensor. It seemed like every time Bob got a little tired of fighting his health problems, the phone would ring and sure enough Paul would get him all excited and looking forward to a new project. It was thirty years of joy for Bobby Augustine, just sitting back watching Paul go from this scared fourteen year old on a Honda Dream to the "Man from Mars" with a mission. It was a real kick. The day before Bob died, Paul was tied up with a chore he had volunteered to assist with, it was agreed that Bob and Paul's son, Chad, would stick together for the Trials. The two of them would come to a section and you could see Augie with that same old grin, and just beaming with pride as he would watch Chad in a section. It was like going back in time. I can't tell you how many times that day that I heard this, "Thirty years ago, this was me and his Dad!"

I have said it many times. Paul had a wonderful family growing up, they were just kind enough to share him with us, and we were so very blessed to have had him and his family in our lives. What a great adventure this ride has been!



6 DAYS OF TORTURE IN MASSACHUSETTS

3 Area Cyclists World Beaters
by Wyndle Watson

This is a reprint of an article that was published in a Pittsburgh newspaper in 1973.

They call it the International Six Day Trials (ISDT).

But six days of torture for man and machine would be a more apt description for the motorcycle competition which has come to be known as the "Olympics" of the sport.

"The ISDT started 48 years ago as a manufacturer's competition, but now it has become nation against nation," explained Ron Bohn of Pittsburgh's South Hills, a member of the first U.S. team ever to win a ISDT competition.

First time in the U.S.

This year's ISDT was held Sept. 17-22 at Dalton, Mass., the first time the event was held in this country.

Bohn, 26, was a member of the "Vase Team" which won the six-day event for the United States. His three teammates came from Ohio, Missouri, and California.

Two other district cyclists, Paul Danik, 20, of RD 2 Valencia, Butler County, and John "Jake" Fischer, 34, of Glenshaw, were members of U.S. "club teams."

Danik and Fischer won gold medals and Bohn won a silver medal in individual competition.

"We had swamps, mudholes, rocks and just about every obstacle you could think of," Fischer said. "And every day we ran a different course."

200 Miles Daily

"We covered about 200 miles a day with at least two speed events included," added Danik.

Other than the special speed events, most of the course was covering a prescribed course in a predetermined time.

"If everything went just perfect about the best you could hope for was to get to your checkpoint four or five minutes early," Fischer said, "and if you did get there early you could check over your bike, you couldn't leave for the next check point until the assigned time."

No major repairs to the competing bikes were permitted throughout the six days of racing. "When you finished the day's course your bike was impounded and it was left out in the weather overnight, then you were given 10 minutes the next morning to get it ready to race," he noted.

"You were given a one-minute period to start the bike and if it took longer, you were penalized points," Fischer said.

Noise Penalty

Excessive noise, which the three admitted causes most of the anti-dirt bike sentiment, also carries a penalty at the ISDT.

A flat tire on Bohn's bike was the most serious mishap on any of the threesome's machines.

It was not many years ago when U.S. riders had trouble completing the six-day grind but the district threesome is typical of the young U.S. riders who are beginning to make a dent in the sport traditionally dominated by the European nations.

But the local riders admit, the Czechs are still the team to beat.

Bohn is no novice to the two-wheel sport, having literally "grown up" on a bike. His father owns the M.J. Bohn

Cycle Shop on Saw Mill Run Blvd.

This was the fifth ISDT for Bohn.

20-Year Veteran

Fisher, the veteran of the district threesome, has been jockeying a bike for "about 20 years" and has won most of the district off-track races at one time or another. This was his second ISDT.

Danik, a relative newcomer to the sport, was participating in his first ISDT.

Making the ISDT national team is not easy. To qualify, a rider must finish among the top ten in one of the six national qualifiers.

All three cyclists admit just getting on a bike and taking to the woods isn't training enough for the tough, cross country grinds of the off-track races.

Fischer favors bicycling as a conditioner for the competition, while jogging and karate lessons - to develop quick reflexes - are favored by Bohn.

But it is Danik who takes the prize in conditioning efforts.

"I run uphill through a field of corn stubbles," he chuckled, "and man does that make you lift your legs high."

This press photo by Ross A. Catanza shows Paul Danik (left), John (Jake) Fischer, and Ron Bohn (sitting on a Husky).



AMA VINTAGE DAYS AT MID-OHIO

by Alan Buehner

This year's vintage days event was fun and exciting.

The club rented a 20'x20' tent this year to better protect our display in case of any rain storms, and make the set-up and tear-down easier. Barbara Weisman did the layout and organized the set-up of the inside display on Thursday. She outdid herself by making a life size blow up of a cardboard "John Penton". This "other" John was a big hit with everyone who stopped at our display, especially any unsuspecting visitors who were looking to meet John Penton. Our "other" John Penton was always on hand to be seen in our display. The top photo shows him surrounded by some of his admirers: (kneeling) Connie & Ted del Solar, (standing L to R) Barb Weisman, Alan Buehner, Dave Mungenast, Al Born, Kip Kern, and Matt Weisman.

There were three special bikes on display inside the tent. Jeff Borer loaned us his restored 1958 NSU that John Penton rode from 1959 thru 1961. This bike occupied the "John Penton" corner of the tent. Doug Wilford loaned us two bikes. One was Tom Penton's Six-Day bike that was ridden in the 1973 ISDT. This bike was placed in our "ISDT" corner of the tent. Doug's other bike was his chrome tanked Penton that was featured in our last newsletter. This bike was placed in the center, front part of the tent.

We were not lacking other Penton bikes to display (see center photo). The members who came to Mid-Ohio not only brought out a wide assortment of bikes to show off, but almost all of them were of showroom condition which made for some tough judging calls to be made for our awards presentation on Saturday evening.

Our new POG E-Z up was placed in front of the entrance to the tent and together with our "Penton" corner flags let anyone walking through the swap meet know who we were and where we were (see bottom photo).

The biggest attraction at our display were the long sleeve "Penton/ IDST" shirts



being sold by Scott Brogan (OH). He sold out many of the sizes and took orders for the next printing.

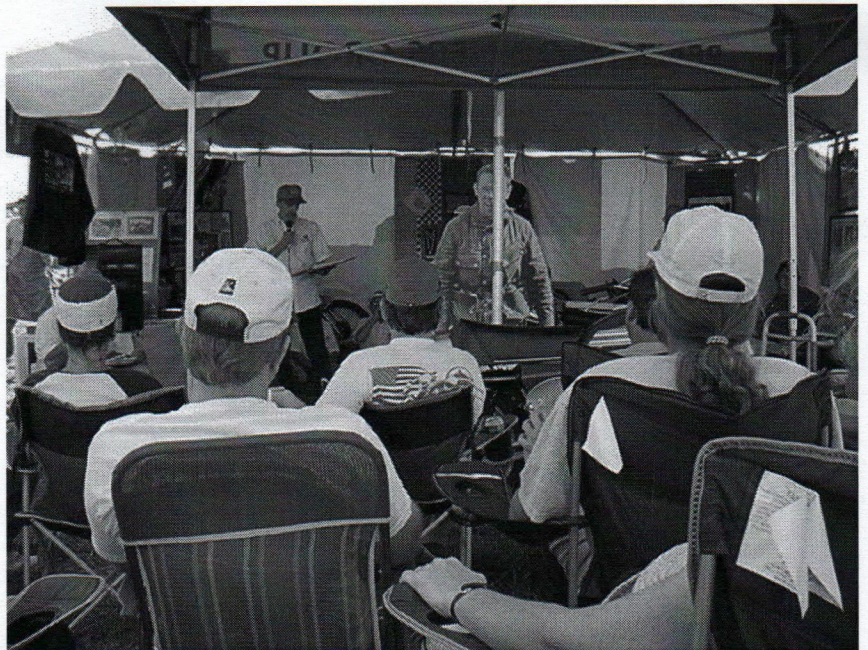
There was a good showing of POG members at the display with 65 logged into our attendance book. We were also graced with the presence of Mick Andrews, Jim Pomeroy and Ronnie Rall who spent some time to check us out and say hi.

Saturday was the highlight of the event. At 5:30 there was a cook-out provided by Buehners Supply Co. followed by a POG meeting. It was a bring your own chair affair that was informative and entertaining (see top photo). It was a relaxed way of enjoying the last part of a perfect summer day.

After the meeting was over and things were winding down, the "trophy girls" came over to our display to see what was going on. At first they didn't believe that John Penton was a motorcycling legend, but were excited with the display proving it. John graciously autographed their "I race naked" t-shirts under the watchful eye of Mrs. Penton. They returned the favor by having their picture taken with John (see center photo). Rumor has it that they showed up to ride the MX races on Sunday but were turned away for the lack of protective riding gear.

Yes, Sunday was the running of the MX races at Mid-Ohio on a grass track that had some sixth gear straight-a-ways (see bottom photo). There were many Penton bikes entered but it was not a good day for us. Bobby Lucas (TX) crashed in practice and Bob Wardlow (MI) crashed in his first moto. Both were taken to the hospital. Superman Kevin Brown (OH) was t-boned during the first lap of his first race that injured his wrist and caused a bump to develop on his leg, just below his knee. He still managed to finish not only that moto, but also the other motos for the six classes he entered riding Kent Knudson's 125, 250, and 400 Pentons.

Sunday afternoon was the close of another wonderful event. Many thanks go out to all of the volunteers who helped out designing, setting up, manning, and taking down this year's display.



LATEST NEWS

Bob Wardlow, of Michigan, suffered a concussion in one of Sunday's MX races at Mid-Ohio. He was taken to the hospital to get checked and was later released. He is OK but next time you see him, ask about his autographed helmet.

Bobby Lucas, of Texas, suffered broken ribs and a punctured lung in a crash during practice at Sunday's MX races at Mid-Ohio. He spent 9 days recovering in the Mansfield, OH hospital. He is currently at home. He claims that he saw Elvis at the race track that Sunday.

ISDT/E Reunion Ride

Doug Wilford provided the following:

The 200 rider entry limit has been reached. ISDT/E Vets are still welcome. The banquet facility debate is still up in the air. At this time we are still hoping that a facility will be found that will allow everyone who attends this once in a lifetime event, the opportunity to attend the banquet also. Bob Hicks, is working very hard on the program for the banquet and also the 30th Anniversary Commemorative Program book. Bob made a special trip to the area to check out the facility that was to be used for the banquet and found it very inadequate. A new search is now underway. For those that have already had banquet ticket money returned, don't give up your reservations just yet. As they say: "The BS stops when the green flag drops!" Well, the flag has not dropped, and no one has hour'd out just yet. By the time you read this, the problem should be solved.

Jim Hoellerich, owner of the farm at 192 Henry Wood Rd - Cheshire, MA, which will be the Center of Activities (Parc Ferme), stopped by the "Penton Display" a couple of times at VMD, and was wanting information on the extent of the display that we (POG) will have on his farm for this event. Jim is also a

collector and has a nice museum for his collection of off road motorcycles. His favorite I think is the "Ossa" (he was wearing an Ossa shirt each time I saw him at Mid-Ohio) but he assured me that there were a couple of "Pentons" in his museum also. He would be thrilled to have everyone take the time to have a look around inside his museum.

The following is a list of POG members that have pre registered to ride in this event and their sons. It is really great to see this kind of parenting and the perpetuation of the enjoyment of trail riding. Good luck to all and have a great collection of "once in a lifetime of memories" of this event.

POG ISDT/E veterans include:

Jack Penton (OH), Jeff Penton (OH), John Penton (OH), Tom Penton (OR), Carl Cranke (WA), Doug Wilford (OH), Dane Leimbach (OH), Mark Seals (MS), Paul Danik (Mars), Kevin Grimes (TN), Joe Barker (UT), Ray Mungenast (MO), Dave Mungenast (MO), Greg Holder (SC), Fred Cameron (CA), Dwight Rudder (MS), Denny Vandecar (MI), and Jake Fischer (PA).

Other members signed up to ride:

Karl Schneider (OH), Gary Brinton (PA), Steve Minor (NC), Lee Clark (MS), Mark Annan (MO), Ted Del Solar (IL), John Borer (OH), Bob Andersohn (MO), Dan Andersohn (MO), Joel Lomba (MA), Bob Wardlow (MI), Bernd Ewert (VA), Kip Kern (IN), Mike O'Reilly (Canada), John Durill (FL), Peter Durill (FL), Jerry Casciero (MD), Dan McEntee (MO), Tom McEntee (MO), Rick Grant (FL), Tom Grimmel (MD), David Vandecar (MI), Teddy Landers (MO), John Fischer (PA), Jeff Fischer (PA), and Chad Danik (PA).

That's a total of 36 club members of which 18 are ISDT/E vets.

Arrangements are being made by the club to purchase extra copies of the ISDT/E program books to allow any of our members who cannot attend the event an opportunity to buy one from the club. Bob Hicks is the person

involved with putting it together and he is including many articles from the 1973 event which should make this a collectors item.

Arrangements are being made by the organizers of this years ISDT/E reunion ride to have it digitally filmed. This will be reproduced on DVDs and will be made available for sale after the event. Check out the [Penton web site](#) for more information.

If you didn't catch it, double check the author of the "6 Days of Torture in Massachusetts" article in this newsletter. Wyndle Watson is no other than POG member Bret Watson's father.

Ted del Solar (IL) sent in the following information on the Jack Pine Enduro:

Pentons at the Jack Pine this year was both a plus and a minus. The minus is that only two started and the plus is that one finished. The course this year was easier due to land use restrictions. Other than the 3 miles of new trail at the 71 mile point, it was mostly ORV trails and two tracks. Doug Wilford would have done well on his Whizzer.

POG member John Flannery was there with his good looking Berkshire and drew a lot of attention. He started out O.K. but didn't make the first check at 6.4 miles. The last I saw of him was when we turned into the woods at 1.5 miles. As usual, I was on my '77 250 gravel spitter and didn't have one problem this year. I made it to the finish at 81.7 miles, (72.1 ground), within 6 minutes of houring out. there was a special C loop of 16.2 miles for some classes, which was a pleasant easy section.

Looking ahead to next year, perhaps it would be better to run the Pine Cone on Saturday before the Jack Pine. This event does not require street legal bikes and is 50 miles at 12 mph. Doing both will not be a problem that I'm aware of and I'm game.

Rosemary Landers (MO) mailed these photos of the Honda Hills event held on August 2nd and a Cross Country event held in Ashtabula, Oh on August 10th.

For those who missed Honda Hills, heavy rain turned it into a mud run. The first photo shows Ted Landers 400 Penton after just the practice lap.

The second photo shows Ted on the track near the starting line (in background). This is what the track looked like after most of the mud was scraped off the track.

Ted won 1st place in the Vintage 60+ class in the MX races.

He also won 1st place in the 60+ class in the Cross Country race.

The bottom photo shows a very happy Ted Landers (MO) and Greg Troyan (OH) holding their 1st place plaques at the Cross Country race at Ashtabula, Ohio. Heavy rain, before the start of the race, swelled the "easy" creek crossings into a gas tank deep nightmare for most of the riders. Teddy is smiling not because of winning 1st place, but because he was able to find his 400 after dropping in the creek during the parade lap, get the water drained out of it, and get it running for the start and win his class in Post-vintage.

Greg is not so happy because he knows that he will be spending the rest of the week pulling his 250 apart to dry it out and regrease all the bearings. Greg's comment about the run was "The Penton motorcycle was made for this type of race. With the high breather frame, I was able to ride through the creek crossings." Greg was the last bike off the line after a dead engine start. His having to rehook the rubber band over his kick starter (to hold it in place) gave everyone a head start, but with the Penton's design advantages, he soon caught up to everyone to not only win his class but also capture 3rd overall which included the post-vintage bikes.



Tech Tips **PREPARING A PENTON ISDT BIKE**

by Alan Buehner

This article is based on an article that was published by Cycle World in their August 1974 issue. It was written by John Wasser and was titled "PREPARING THE PENTON - Getting ready for the ISDT with the guys who know how." John visited Penton R & D to see what special things were being done to prepare the Penton bikes for the upcoming ISDT and interview the riders as they were working on their bikes. This should help our club members in preparing their bikes for the upcoming ISDT Reunion Ride in October.

The article backs up the stories that I have heard from Doug Wilford and Paul Danik about their "factory" ISDT bikes. The bikes were essentially stock. In fact the bikes were ready to ride right out of the crate from the factory, but because of the demands of Six-day riding, everyone would tear down their bike just to double check everything. Also, riders would make personal modifications to areas of the bike where they encountered problems from previous rides. The only item that was installed on all of these bikes were the optional center stands which are needed on ISDT bikes.

Any changes or modifications made by the individual riders were done to make it easier and quicker to fix something. Doug Wilford would drill a hole in the carb float bowl, install a fitting and connect a long hose from it up to the handlebars. A fuel filter was installed halfway up the fuel line. If you should drop your bike, trying to restart it is hard because the carb bowl floods out and you have to sit and wait (with the throttle wide open after restarting) during which the motor blubbers and sputters before using up the excess fuel and starts to run crisp again. All Doug had to do in the same situation is suck on the tube at the

handlebar (this draws the excess gas out of the carb float bowl) restart his bike and continue riding. Tom Penton had a similar set-up on his bike.

According to the article, Doug and Tom shared most of the innovated ideas.

Common things done to their bikes were welding gussets to the frame in areas that needed reinforcement and valve stem holes would be marked with fluorescent paint on the side of the rims to make it easy to identify during tire changes. Rear brake actuating arms were turned 180° and the brake rods bent around the rear shocks to prevent the braking mechanisms from getting damaged.

Most modifications to these ISDT bikes would eventually be made by the factory to future production bikes.

Some riders are more proficient at doing things than others. According to the article, Carl Cranke was the team's expert wheel lacer. Carl wound up relacing most everyone's new DID rims. Dane Leimbach tested Motoplat lower units from stock to find the strongest running units. These were used in place of the units that came with the bike.

All of the KTM motors were pulled apart and new special made kickstarter shafts from Penton's R&D were installed.

Air boxes were of the biggest concern for everyone. They were closely examined for any small cracks or pinholes. Epoxy, silicone sealer, and duct tape were the items used to seal up any leaks from the air boot up through the frame to the hi-breather intake.

Time is precious during an ISDT event and must be well spent. Teamwork, training, and proficiency are stressed upon the riders. Things like changing a tire are performed the same way by everyone on the team.

It was also mentioned in the article that where some ISDT riders would be taking it easy prior to an ISDT event to prevent injury, the Penton team would ride other events right up to the start of

the ISDT. Their philosophy was that you can get hurt anytime, anywhere.

It was mentioned in the article that the biggest factor in riding an ISDT event is support which included lubricants, tires, fuel, refreshments and personnel. Penton would be providing this support for the entire Penton trophy team and the Italian trophy team who were also mounted on Penton/KTM bikes. Ted Penton was in charge of this operation. Individuals from club teams were also being extended this courtesy.

In my conversation with Paul Danik regarding this article, he said that he preferred to keep his bike prep simple and less exotic. He would make sure that every nut and bolt including the spokes received a coating of "never seize". His concern was to be able to tighten or adjust anything on the bike whenever needed during the Six-day and be able to do it easily. Spokes for example could be tightened without having to "crack" them loose.

All the riders would remove the rim bands and use duct tape to cover the spoke nipples. Also rim locks were never used. Paul took a cold chisel to make notches in his steel Radaelli rims. This would give the proper grip to prevent tire spin on the rim yet allow a faster tire change rather than fighting with the time consuming rim locks.

He would install spare cables on his bike and also take the time to hook them up and try them out to make sure that they fit and worked properly.

Paul's belief was if his bike in stock form was good enough for enduros and qualifiers, it was good enough to finish a six-day event.

After reassembling his bike, Paul made it a point to put at least a hundred miles of riding on it to break it in and make sure that everything was working as it should.



**Leroy Winters Memorial
7th Annual ISDT Reunion Ride**



**October 4 & 5, 2003
The Berkshire Hills
Massachusetts**

Dear Penton Owners Group Members,

Thirty years ago the first U.S.-hosted International Six Days Trial took place in the Berkshire Hills of western Massachusetts. In recognition of this anniversary, the decision was made to move the 7th Annual Leroy Winters Memorial ISDT Reunion Ride to the site of the 48th ISDT.

Members of the Pathfinders Motorcycle Club from Connecticut (a New England Trail Rider Association Chapter) have been working diligently since last November. Excitement is building in anticipation of this once-in-a-lifetime happening. More than 200 riders from five countries and 32 states, including almost 60 ISDT and ISDE veterans, will gather at Jim Hoellerich's beautiful Ayr Hill Farms, a family-owned 400-acre working dairy farm, located on a scenic mountain top directly across the valley from Mt. Greylock (Massachusetts' highest peak.) All non-trail activities will take place at this Cheshire, MA location, including the parc ferme, registration, final grass track/motocross on Sunday afternoon. A special attraction is Jim's private museum of more than 50 beautifully restored — and some rare — enduro motorcycles from the '60s and '70s.

The ride itself will be a much de-tuned ISDT experience offering all the mix of road and trail of a typical classic ISDT, but compressed into a shorter distance and time frame. Saturday will comprise two loops of about 27 and 30 miles — while Sunday offers a single loop of 38 miles. All loops comprise back country paved and dirt roads, unimproved old town roads, and state forest woods roads and ORV trails. Many of the trails for this year's reunion ride are the same ones used during the 1973 ISDT. While the event will be challenging to riders having a wide range of abilities, it won't be a cake walk — nor will it be a machine or body breaker. Organizers have adhered to Dick Mann's vision of an event that can be successfully ridden by 50-year-old riders on 30-year-old motorcycles.

With more than 30 OSSAs (and four Yankees) representing the largest contingent of vintage motorcycles being ridden at the event, Pentons rank second with 28. There will be a number of enduro motorcycle user groups displaying their prized collections. We're particularly pleased that the Penton Owners Group will present its popular display — for riders, volunteers, and the thousands of guests and observers that we expect during the two-day reunion ride.

We appreciate POG's support and encouragement. And we're excited about the Penton family's participation. We encourage POG members to visit and observe and we hope to see you there. However, we realize that many of you live too far from Massachusetts to make this trip. Have no fear. We're creating a 64-page collectors' item program book — and a professionally produced video to document this historic event.

For more information, visit www.pathfindersmc.org, send an e-mail to pathfindersmc@yahoo.com, or write to the Pathfinders MC c/o Bob Reil, 169 Beacon Road, Bethany, CT 06524.

Sincere Thanks and Best Regards,

The Pathfinders Motorcycle Club

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, handle-bars, 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.
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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

Repro Stencils & Stickers, "Made in Austria" stickers - "Penton/KTM" seat stencils - "Penton" black name tags for Sachs engines - "Special KTM Tuning" Sachs engine stickers.
Randy Kirkbride (OH) 740-819-4481

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Dane Leimbach 440-988-4474

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

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

KTM DEALERS

Dale Barris - (440) 282-5108
On The Edge - Amherst, OH

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

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

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

Richard Sanders - (281) 353-1705
Cycle Shack North - Conroe, TX

Frank Reaves - (281) 392-8850
Wild West KTM - Katy, TX

THE WAY IT WAS

by Al Born

Al Born went through his John Penton scrapbook again and came up with the following information to share with us:

60 Years ago - 1943

John Penton joined the Merchant Marines shortly after getting out of high school.

55 Years ago - 1948

The Penton Brothers began their machine shop business.

35 Years ago - 1968

After the 75 mile and 175 mile National Enduros, John Penton and Leroy Winters were shown in 5th and 6th place respectively in the National Enduro Standings.

John Penton won the open class on a 360 Husky and Jack Penton placed second in the 100cc class on a 73cc Sachs Boondocker at a moto-cross at Toledo, Ohio.

On July 14th, Cycle News showed Floyd Beattie and Ed Reed, both on Pentons, placing 1st and 2nd at the Lagrange, Ohio T.T. races.

On July 21st, the 125cc class was swept by Penton riders at the Miamisburg, Ohio Moto-cross by Jim Low, Bob Borkenhagen and Ralph Saltgaver.

On August 4th, Al Born repeated his earlier overall win in a Hare Scramble at Lagrange, Ohio on his Penton with a new 100cc engine in it this time. Pentons swept the 125cc class with Garry Murray in 1st place, Ed Reed in 2nd place and Bob Grodzinski coming in 3rd. Bob Grodzinski also won the "Wheelie" contest on his Penton. George

Singler came in 2nd overall on a Yamaha.

In an August issue of Cycle News, it was announced that the biggest race in the Midwest will be an International Moto-cross that will be held at New Philadelphia, Ohio on Oct. 26th and 27th, which will have riders in the line-up such as 3 time World Champion Torsten Hallman, Joel Robert, Dave Bickers, Ron Nelson and possibly Eddie Mulder plus many more notable riders. John Penton and Edison Dye were the promoters of this event.

An interesting ad in Cycle News listed a 1957 BSA Gold Star flat tracker with a new lower end and a Delorto head ((ready to race) for a mere \$495.00 - attention Paul "J" Danik.

25 Years ago - 1978

Mr. Jack Lehto was named CEO of KTM, USA.

Meeting minutes have been removed from this document.



PENTON OWNERS GROUP



This candid photo certifies that not only were the riders at the 1973 ISDT from around the world, but also from out of this world. This one rode under the USA banner on a Penton 125. photo by Boyd Reynolds.