

Still...Keeping Track

Penton Owners Group Newsletter \$5.00



Ted Leimbach, nephew of John Penton. His story is featured in this newsletter along with a special tribute from his brother Dane and his mother Pat Leimbach. Photo is from the front cover of his memorial brochure.

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

The Penton Owners Group is a not for profit (501-C4) corporation chartered in the State of Ohio and an AMA chartered club. Our federal I.D. Number is 34-1860635.

The Penton Owners Group was formed to preserve and share the memories and the motorcycles of the Penton Motorcycle Brand that occupied a very special time in motorcycle history, as well as motorcycles branded KTM during a period of transition in the history of the marque. Specifically, from the sale of the first Penton motorcycle in 1968 to the sale of the last Penton motorcycle in 1977, and throughout a period of transition when similar motorcycles were branded KTM from 1978 through 1988. The Penton Marque and its influence helped shape a new industry, the American motorcycle sport, and a new generation of off-road enthusiasts. This corporation shall also seek to achieve the status of a "true classic" for the Penton and early KTM marques so that the enthusiasm and understanding of Penton motorcycles and their impact on the motorcycle industry will be preserved indefinitely. To that end, the Corporation shall seek to become the definitive source for the history of, and information about the Penton motorcycle, its developers, and those who ride and restore them for anyone interested in the Penton Marque.

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

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



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

Submission of material will be considered as assignment of all rights therein. Check out our web site at: www.PENTONUSA.ORG

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

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

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The assistant editor is Al Born

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PRESIDENT'S CORNER

By Paul Danik

In the last newsletter it was announced that Rod Bush was battling cancer. I am sorry to report that Rod has since lost that battle. One thing I can tell you is that Rod gave everything he had to everything he did, whether it was riding the ISDT, running KTM, or battling cancer. The last time I spoke with Rod was just prior to a POG meeting this past winter at KTM. It was

almost 7 p.m. And Rod was still at the office handling business and that was not at all unusual. What Rod accomplished at KTM over the years was really remarkable. Rod always made the KTM building available to the POG and he also was the person behind asking if the POG would setup the Penton display for the KTM dealers this past August, to which you members responded with an outstanding effort that I am sure he appreciated. In the KTM boardroom is a picture of Rod at the KTM factory with

the assembly line behind him and the other principals of the company by his side. The smile on Rod's face in that picture sure tells of the pride he felt and deservingly so, it is said that Rod had KTM orange running through his veins. I can assure you that it was Penton green before it was KTM orange.

Teddy Leimbach is featured in this newsletter. Teddy was a few years younger than I, so I never really had a chance to get to know him very well. I

did get to know Teddy through his Mom's books and I would recommend them to any of you who want to get some insight as to what it was like growing up in the Leimbach and Penton families. From all accounts Teddy was just as fine a person as he was an outstanding rider and coming from the family that he did, that is not a surprise. Teddy's brother Dane has written a wonderful article for us about his brother. I have heard that this was tough for Dane to do and we all appreciate him opening up his heart and letting us get to know Teddy the way that Dane knew him.

The POG website crashed a few weeks back and was out of action for awhile. Many POGGERS have said that they went into message board withdrawal. The

good news is that things are getting back to normal and plans are underway to try to prevent such an occurrence from happening again. The root of the problem was that our server had a major equipment failure. Many thanks to Bill and Karen for working many extra hours to get the POG website back up and running.

Our 5th annual "Penton Day at the AMA" will be held on February 4th, 2006 at the Motorcycle Hall of Fame Museum. Being as 2006 is the year of the MC-5, we encourage you guys to bring out your MC-5 machines for the outside display. We will be having a business meeting and a tour of the Motocross America exhibit led by Ed Youngblood. We are going to try

something different this year by having a round table discussion of the early days of the Penton. Usually quite a few of the Penton pioneers are on hand for this meeting and we plan on getting them to enlighten us about some of their early exploits. We are working on getting some other key persons of that era to attend so this should be quite an interesting event and we do plan on recording it for future use.

Please feel free to bring along any Penton motorcycle that you want to include in the outdoor display. Hopefully, we will have some Steel Tankers for the Penton Pioneers to gather around and discuss. The Museum opens at 9 and the meeting begins at 10. Hope to see you there.

Mailbox

9/19/05

Love the Tech stuff such as the carb adjusting in the last issue.

Ted Grabowski, New York

9/24/05

Keep up the good work. We really enjoy the newsletter, the web site, and the meetings we are able to attend.

Bruce Herbison, Michigan

9/29/05

The POG membership is worth many times the membership dues. Keep up the good work and I'll see you at Mid-Ohio again.

Phil Ketchum, Missouri

10/03/05

I'm having a great time, enjoyed Mid-Ohio a bunch. Thanks to the POG staff for all the hard work and effort to keep the club on track.

Kip Kern, Indiana

10/07/05

I rode the Texas Enduro Circuit with my dad as a kid on a Penton 125 (1977-84)!! Best motorcycle ever made. First was a 1976 Penton 125, then a 78 KTM 125, and then a 1979 KTM 125.

I haven't been on one in over 25 years now and saw a KTM shop the other day and feel the need again. Where can I get Penton jerseys?

David Haig, Illinois

David is a new member to the POG and we welcome him to our group.

Original Penton jerseys are tough items to find. Metro Racing has long sleeve t-shirts which are used for jerseys by the vintage racers.

10/17/05

I still have my 1970 100cc Penton. It was the first big fin 100 that Gladwin Cycle received.

Jim Morgan, Michigan

10/17/05

Great work. Thanks for all the time and effort you people put into this club.

John Hardin, Illinois

10/20/05

Enclosed is a money order for membership. It's been quiet on the bike scene. I am resurrecting an 81 KTM 250 - will go before Christmas.

My 76 400 has been in bits for awhile whilst I overcome blown base gaskets. It will run again soon.

I hope that winter is kind to all Penton fans in the U.S.A.

Regards,

Bill Campbell, Australia

11/09/05

Events Attendance Records

At various events, such as Vintage Days, ISDT Reunion Rides, swap meets or other special gatherings, it is desired to have a record of Penton Owners Group members present. To accomplish this, it

would help if you stopped by the Penton Owners Group E-Z-Up when it is used. At other times a Penton sign of some kind should lead you to who has the 'sign in sheet'. These sheets will then be kept in a binder as part of the group's history.

Ted del Solar, Illinois

The following is a cut-out from a Cycle News (date unknown) that was found in a box of "stuff" that John Penton donated to the POG. The author is unknown, however it is obvious that it is from a Michigan Penton enthusiast.

THE BOOK OF JOHN

I would like to see this poem printed in Cycle News and dedicated to Gene and all the other Penton riders at Buick Motor Division.

Psalms 125cc

1. John Penton, thou art my shepherd; I probably will walk.
2. Thou maketh me to break down in green pastures. Thou leaveth me beside still waters.
3. Thou restoreth my courage; then leaveth me in the paths of mine endeavors, Even whilst I ride thine own name's sake.
4. Yea, tho I walk from the valley in the shadow of stress, I feel no malice. For I am foolish.
5. Thou preparest mechanical failure before mine very eyes.

THE WAY IT WAS

BY AL BORN

1955---50 YEARS AGO

Barbara Hochenedel was born on November 18th.

1970---35 YEARS AGO

Cycle News reported that on Sept. 6th, the Penton Imports team was crippled at the Buckeye International Trials at Killbuck, Ohio as Doug Wilford had to pull out sick after being stung in the temple by a bee and Jeff Penton suffered some mechanical problems that cost him 31 points at the 3rd control but he pressed on, picking up only one more penalty point for the rest of the run. Skip Eakin, riding a 405 Husky was the only gold medal winner of the day. Also on this date the results from a Scramble race at 84, Pa. showed Ollie Martin winning the 125 class, followed by John Cowan in 3rd and Karl Barghauser in 4th, all riding Pentons.

The Oct. 6th issue of Cycle News showed these results of the Jack-Pine Enduro held on Sept. 12th and 13th. Jim Morgan was the A Flyweight Champion, and 1st place in Flyweight B went to Lenny Keen. In the Bantamweight A class, Ray Kusmaul won 1st place, followed by Doug Wilford in 2nd place and in the Bantamweight B class, Stan Greer was the winner, all of the above riding Penton motorcycles. John Penton, riding a Husky placed 2nd in the Senior class and Ron Bohn was the overall winner riding a Husky. The same issue had a picture of Mr. and Mrs. Ed Youngblood and their first child, Franz announcing that Ed had accepted the editorial helm of the AMA News magazine of the American Motorcycle Association.

A Penton ad in Cycle News announced that Jeff Penton had won Hi-Point at the Corduroy Enduro and Jack Penton won the Lightweight class with Dane Leimbach winning the best opposite, thus being the first time it was won on a 100 cc motorcycle. They were all riding Pentons, and they won the Manufacturers Award.

On Sept. 20th at a Homerville, Ohio, Moto-cross, Billy Byers won the 100 cc class, followed by Ken Dyer and Steve Szabo, all riding Pentons. Also on this date, Tom Ziegler won the 125 cc class in a MX at Pomeroy, Ohio, also riding a Penton motorcycle.

Results from the Sandy Lane Enduro held on Sept. 27th showed Bob Poole winning the B Bantamweight class, the B Lightweight class showed S. Kennedy getting 4th place and the A Lightweight listed Benny Bootle in 3rd place, all riding Penton motorcycles. Also on this date at Mid Ohio MX Park in Lexington, Ohio, Regg Rader dominated the 100 cc class on his Penton motorcycle.

Results from the Inter-Am MX at Copetown, Ont. on Oct. 4th showed Torsten Hallman winning the event on his Husky, Speedy Clasen was in 2nd place in the support class aboard an Ossa and Ohio native Bill Wetzel was shown the winner in the Senior class on a Husky. Also on this date at Fortville, Ind. Rick Spangler won the 125 cc class on a Penton with James Mease following in 3rd place also on a Penton and Rick also won the open class on a Husky.

The Oct. 11th issue of Cycle News stated that the best team effort from the USA at the Six-Days was mounted by the Silver

Vase A team as Tom and Jeff Penton won Gold medals and Jack Penton and Doug Wilford both won Bronze medals. On Oct. 11th, Penton riders Fred White, Jim Morabeto and Bob Messer swept the 125 cc class at a Hare Scramble at New Philadelphia, Ohio. On this date at Homerville, Ohio, Billy Byers won the 100 cc class in a MX, giving him a season record of three wins and two seconds for the season. Regg Rader was third and in the 125 cc class, Dallas York placed second, all riding Penton motorcycles. Also on this date at Valley City, Ohio, the results of a MX showed Steve Szabo winning the 100 cc class and Ken Dyer in second place, both riding Pentons and the 125 cc class was swept by Penton riders Tom Murphy, Marty Hill and John Cobb.

On Oct. 18th at the Linnville, Ohio Inter-Am MX Ake Johnson was the 500 cc class winner and the 125 cc support class showed the following results: Jack Penton, Paul Danik, Mike Penland, Dallas York, Martin Hric, Dave Deck, James Robbins, Dale Barris, Joe Pat Phillips, Walt Mills, Carl Holbrook, Walt Formohlen, Larry Bailey and Dave Webb. It did not list the brand of motorcycles ridden in the support class but I am sure the first four places were Penton motorcycles.

On Oct. 25 at a Norwalk, Ohio Hare Scrambles, the 100 cc class was won by Jon Nagy followed by Bo Rhoads in 2nd place and in the 125 cc class Fred White and Dave Wright placed 1st and 2nd, all on Pentons.

After the running of the Ohio State MX championship at Lexington, Ohio on Nov. 1st, Sharon Oxner wrote the following: Any 16 year old that could win a bronze medal at the Six-Days, then a few weeks later win the support class at the Linville, Oh. Inter-Am and then a couple weeks later win his class in the State Championship MX gets her vote for "Rider of the Year" and that was exactly what Jack Penton had just accomplished. Also in the State Championship event Doug Wilford placed 3rd in the 175 cc class on a Penton.

On Nov. 8th at a Hare Scramble at New Philadelphia, Ohio, Steve Szabo won the 100 cc class on a Penton motorcycle and Jack Penton ran away with the 125 cc class on one of his fathers dirt bikes as he put three laps on his nearest rival. Third place in the 125 class went to Robert Messer aboard a Penton.

The Dec. 15th issue of Cycle News had an article written by nine year old Timothy Penton about a Hare Scrambles held at the Amherst Meadowlark grounds on Nov. 15th. The results showed Jack Penton the overall winner with 34 laps. The 100 cc class showed Jon Nagy in 1st with 30 laps, Ed Broward in 2nd with 28 laps, and Bo Rhoads in 3rd with 28 laps. The 125 cc class showed Doug Beam as the winner and Elmer Towne in 2nd both with 29 laps, all aboard Penton motorcycles and Sharon Oxner was 2nd in the Powder Puff class, with 8 laps as she suffered from a broken throttle cable.

1985---20 Years Ago

An October issue of Cycle News had a letter to the editor from John Penton regretfully announcing that Larry Maiers had resigned as President and Chief Operational Officer of Penton Imports. In his letter, John ranked Larry as being among the tops in the nation for furthering the sport of motorcycling and thanked Larry for all he had done for Penton Imports and wished him well with his new venture with Seals Communications.

The 2005 ISDT Reunion Ride

By Ted del Solar

The 9th Annual Leroy Winters Memorial ISDT Reunion Ride was held in New Blaine, Arkansas from October 7 - 9, 2005, and sponsored by the Arkansas Dirt Riders. My wife, Connie, and I made the trip from Illinois to participate at this wonderful event.

Coming into the Community Park, we saw Doug Wilford and Ron Carbaugh right away. A good way to start a reunion weekend as they direct us to where other Penton Owners Group members are parked. The Borer's, (Jim, John and Bailey), purple E-Z-Up is easy to spot. A walk to sign in, tech inspection and impound for "Davie" (my trusty 77 Penton 250), now gives time for visiting and of course laughs.

The first comes when Art Busick tells me I'm on a team with him and John Borer, under the name Vinpoggers. To then see the happy face of Buchard Lenz and exchange hugs is enough to make any day a good one. This is the fifth year he has come from Germany to take part in the Reunion Ride. A supper donated by an Arkansas Dirt Riders club member, followed by a fireworks display finishes out the day.

Saturday starts out with a bright sun and nippy in the temperature department. The 8:15 riders meeting covers the usual topics and explanation of the arrow colors being used, special test locations and courtesy to the horseback riders who were encountered along the trail. Of course Speedy Clasen had to be the

heckler by saying he thought "W" meant water crossing and asked that riders keep to the right on two tracks so he could pass. Being on row 9, how many was he going to pass? This was no concern for me, as I was on 15 with Pete Petrick, who was breaking in a new cylinder and piston on his Jackpiner. Getting started with my bucket method is no problem, but I found out later another rider put his foot through the bottom of it.

We start off the morning 20-mile loop heading east on the blacktop and turn off on a gravel road to the trails. The gravel is like marbles and you think a tire has gone flat. For the two days, the hardest trail part was an off camber steep downhill snaking around trees on loose dirt and rocks. Other trails would be ridden in both directions, but not the uphill part. With the trails and forest roads so open and the schedule so slow, it was no problem arriving at the checks 15 minutes early. Not so for those who had a bike problem or missed a turn from going much faster than necessary. The terrain special test of about two miles was not tight and actually on the fast side. The loop was soon over without incident and it was back to the start for lunch.

The 22-mile afternoon loop headed west on the blacktop and then into the Ozark National Forest for more easy trails and roads. For a highlight there was a spectator stream crossing just before a check. It was closer to a rock bottom puddle 10 feet long and 6 inches deep, but some did have trouble at that point. A few spectators received a bit of a shock when John Greenrose had his artificial leg floating downstream. One has to know that John is far from a stick in the mud

sourpuss. The terrain test had some small mud spots and a few trees to snake around. This was enough to add interest and concentration. At the end of this loop were the acceleration-braking test and the grass track timed lap. From there it was two miles down the road back to the start area and impound. It is worth mentioning that nothing was ever said about bikes being street legal in order to ride on the state highway and other roads.

Banquet time was next at the Dardanelle Community Center. This is when you get to visit with those you missed on the trail at checks because of the riding number difference and those that don't ride. There are stories, laughs and awards, which are as much a part of the reunion as the actual riding phase.

Sunday's 20-mile loop was a combination of Saturday's in the reverse direction. So once more it was a casual ride out in the woods with time to visit at the checks waiting for your minute to come up. After lunch it was off to the grass track for the final 5-lap race, run in groups by classes. Other than one small ditch dip and a few tight turns, it was a fast track. The fastest 5-lap time was by Dave Lindeman on his 400 Penton. Visiting meant more than watching races, so I know little of what actually went on.

Returning to the park, it was pack and clean up time, while the scores are being calculated. The medals presentation goes smoothly, if you discount the antics of some rambunctious riders that haven't grown up. It is probably too late for that to happen. As we start for home it isn't a matter of "goodbyes". Only "so long", for the idea is to return for another Reunion Ride.

Ted Leimbach

I never met Ted Leimbach. The first time that I ever heard of him was at the POG award banquet held for John Penton in Amherst, Ohio on January 23, 1999. At this dinner, John was presented his AMA Hall of Fame medal by Ed Youngblood, the President of the AMA at that time. In attendance was John's

family, POG members, and the Mayor of Amherst.

While Jack Penton was introducing the Penton family members to everyone, Ted's name was brought up and the room became solemn, Jack became choked up, and there were teary eyes everywhere. I was confused about what was going on around me. In all of the meetings and conversations that I was involved with

these guys up until that time, the only Ted I ever heard of was Ted Penton (John's brother). I thought it was Ted Penton that they were talking about and I was confused because Ted Penton was well liked and loved by everyone but, not someone to get all emotional when talking about. I instinctively knew that this was not the same Ted I was familiar with and when I asked, I found out that it

was Ted Leimbach, Dane's brother, to whom they were referring to.

At that dinner, I knew that Ted Leimbach was a touchy subject that needed more time. In one of the boxes of "stuff" that John Penton donated to the POG, I found a newspaper clipping with a photo and article of Ted's accident. I also found a memorial brochure with a photo of Ted on the cover (this is the same photo that is on the cover of this newsletter), a tribute to him by his mother, Pat Leimbach, and a collage of photos of him on the back cover.

I had wanted to run a story on Ted in "Still....Keeping Track" several years ago, however the timing wasn't right. Jay Cobb's inquiry printed in the mailbox section of the last newsletter was the signal I needed to run the story. The timing was also right at this time in that Pat Leimbach is another year older and we owe it to her to pay honor to Ted while she is still alive and well.

The following stories will give you some of the reasons why he was well liked, loved and dearly missed.

Alan Buehner

I met Ted at two different times in my life. The first time was when I was working for Penton R&D in Lorain, Ohio. I was rebuilding engines that the dealers sent in. I had the privilege of working for John Cobb and Ted Penton and along with Jack and Dane. One day as I was assembling a 175 KTM engine, Dane came in with his younger brothers, Ted and Orin. I will never forget that day. Ted was quiet but he observed all the activities at R&D, and helped out when asked. Orin showed up with his new toy. It was a motor assisted pogo stick, called "Hop Rod" and he enjoyed hopping it around the shop. I saw Teddy around R & D a few more times during my employment there. He was very polite and helpful to everyone.

As I "Forest Gumped" my way through the dirt bike industry, I went to work for Fritz Dengel, along with Doug Wilford when Puch moved to Cleveland, Ohio from Pennsylvania. Puch decided to withdraw from the U.S. market a few years later, but Fritz brought Hercules/Sachs in the front door as Puch moved out the rear door. The transition

went pretty smooth and the decision was made to campaign the Six Day qualifiers and that's where I was reacquainted to Ted. Our paths crossed many times before, during and after the races. Ted was always a gentleman, making you feel comfortable whenever he spoke to you, but he was quite the jokester at times. The only time I saw a disappointed look on his face is when his motorcycle experienced mechanical problems, which was very seldom. He was a very talented rider and I know that he would have continued to contribute to the sport. He is truly missed, I'm glad I got to know him.

Bob Rush (aka Radar), Ohio

Most of my life has been spent involved with motorcycles, primarily dirt bikes. In the late 70's I became good enough at racing amateur dirt track that I earned an expert's license. I spent 10 years competing in the grand national dirt track circuit and traveled all over the country. I raced against the best riders and although I don't have any "wins" to lay claim to, I met a lot of famous racers, and had fun doing what I was doing, but that is another story.

When I wasn't racing dirt track I would ride the local enduros. In growing up, John Penton and his family became my heroes. I bought and rode Penton motorcycles for my woods riding because I knew that if they were good enough for the Pentons to ride, they would be good enough for me. Riding the enduros gave me the opportunity to meet John Penton and all the other Penton riders. I will always have great respect for John and all the rest of these guys because they were my heroes and when you went to see them they would spend time to talk to you and they treated you like you were one of their friends. They were a class act in my book and still are.

The first time that I met Ted Leimbach was at the last 2-day running of the Jackpine enduro in 1979. Ted and I were on the same number, number 2, and both of us were riding identical 79 KTM 250's. He was a fast rider.

At the start on Saturday I stayed with him for 3 or 4 miles and then he just disappeared. He was like a bullet. I

knew that he was ahead of me because I saw his tracks. The only time I would see him was at the start of our minute, at the gas stops, and at the end. I tried to catch him, but you just couldn't.

Ted had a good sense of humor. I remember him remarking after Saturday's run that in the next day's run, when he would get to a mud hole, he was going to go through it, turn around and go through it again to make it muddier. He was a very easy going person and a good person. He was always having a good time. I was happy to find out when I first talked to him that his attitude was just like all the others. He never had anything bad to say.

I learned some important things from him. One was if your riding clothes get wet, what do you do? He said to bring extra riding gear with you to the events so you will have dry clothes for the following day. If your feet get wet while riding, have an extra pair of dry ones with you and put on the dry socks when you get a chance, like at a gas stop.

Ted had his serious side. You could see this at the starts when he put his race face on. He was just like John Penton. He would get real serious and then was all business. He was skinny as a rail and I once asked Jack where all the food he ate went. He was a very agile rider, like a gazelle. He and the bike were like one. When he rode, he floated through the woods.

The following year after the Jackpine, whenever I saw him, he was riding a Kawasaki. He was still fast on those bikes. During that time period Kawasaki got a bum rap from the bike magazines. The only time they got any publicity was when they had problems. There's a photo of Ted at a qualifier in one of them where Ted was covered in mud standing with only the handlebars in his hands. Somehow, the entire front end of his bike got ripped off the frame. My thoughts to that were what the heck did he hit to have that happen and not get injured. Only Ted knows that answer.

When Ted passed away, I thought to myself, how could this happen! It was a shame that he died - he was top shelf. I am still sad that he is not here and that is after 25 years.

Bob Neruda, Illinois

My Son Ted

by Patricia Penton Leimbach

The following story was copied, with

permission from Pat Leimbach. It is from her book "Harvest of Bittersweet." Pat is the sister of John Penton.

Requiem

When Ted was a lad and you asked him the "when you grow up" question, he'd

say, "I'm going to race motorcycles till I'm too old, and then I'm going to farm." In a somewhat complicated way he managed to pursue those dual goals.

During the winter and spring quarters of his junior year at Ohio State he flew on successive weekends to Georgia, Michigan, California, Virginia, Oklahoma, Oregon, Washington, and Alabama to race. During the week, he grappled with agronomy, marketing, and ag economics. All summer he would mow and cultivate, pick and pack until four o'clock, then go off to work on a motorcycle engine till after midnight. The culmination of all this winter, spring, and summer endeavor was to be the International Six Day Race in France in September.

This is a long grueling race threaded through mountains and valleys, riverbeds and fire trails, thickets and meadows. The riders depart four to a minute at 7:00 each morning and cover 200 or more miles each day. If a rider can maintain a constant pace, keep his machine together, and stay on the mandated schedule for all of the six days, he earns a gold medal.

Ted was bent on his third gold. He had run four months of qualifying races, earned a spot on the American team, and been assigned a number and a departure time, or "key time," for the opening day of the race. He had his plane ticket, his cycle in a crate, and his gear in the duffles when he was critically injured in an automobile accident September 4. For two and a half weeks he lay in an intensive-care ward in a more or less comatose state. With hearts heavier than their cycles or their gear, Ted's brother and his comrades flew off to France without him.

At 2:45 a.m. on the first day of the Six Days, Teddy burst an artery in his chest; the doctors and nurses were at a loss to explain his serious and expected complication. But they didn't know our Ted, his total concentration on his singular passion. Ted was to have been off the line at 8:08 that morning. When he exerted the strain that burst his damaged artery, it was 2:45 a.m. in Ohio but in the south of France it was 8:45. Coincidence, perhaps. But no one speaks with certainty about the workings of the subconscious mind.

On the morning that would have marked the first of his senior year as an agriculture student at O.S.U. Ted's artery hemorrhaged again, too much this time

for the once-powerful body.

The nights turned cool and the leaves changed color. South of the lane where the land slopes toward the river, Teddy's soybeans ripened in the late September afternoon. The motorcycle trails to the lower flats were strewn with early-fallen leaves. Somewhere in the south of France the medals were awarded. On that day our son vanished into the green-gold paradise that had nurtured him. Nobody who knew him doubts that Teddy got his "gold."

Retrospective

Teddy's birthday was on Sunday this year, as on the year he was born. His good friends gathered in the early morning hours and drank his health as they always had. We put twenty-two red carnations on the alter to commemorate his life. Teddy died four months ago.

The words "Teddy died" still leap out and startle me. It is as though they had been written in lemon juice to be revealed by the burning candle of time. But we can say them, and we do-often, for they divide all time for us. Everything is "before Teddy died," or "after..."

I would have thought it insupportable to lose a child. But it is not. I have watched other parents go through this and ask myself how they endured. I still ask. Each time I round the bend on Gifford Road that leads past the Beyer house, I think of pretty little Bonnie who died two years ago. "How does her mother go on?"

The paradox is that I only think of Ruth Beyer in terms of her loss. I don't immediately see her as a woman devoted to other children, busy with her house and farm and animals- nor do I see her as she sees herself, as I see myself.

In the final analysis it is the quality of our lives that equips us to cope or consigns us to despair in this sort of tragedy. Paul and I have much to sustain us.

People seem to repeat an old cliché when a child dies: "It doesn't matter if you have other children or not. It's no easier."

We find that it does matter-very much. I keep wanting to encourage young couples to "have another child. Have three! Have four! What if ...?" Dane and Orrin take on expanded roles in our lives, and we cherish them with new awareness. And we cherish more deeply the other young people who share our lives-nieces, nephews, Ted's close friends. There is no

lack of people on whom to lavish attention, and the love flows back to help fill the awful void.

But our sons were never our whole existence. We have a life that belongs to the two of us. And each of us has a life built on individual satisfactions. My own independent ventures, my writing and speaking, were not fraught without guilt. I worried that I had neglected Ted and Orrin in their high school and college years.

They said it was the making of their own independence. Now, in light of this tragedy in my life, I find myself telling young mothers, "Give yourself to the children during these young years of their lives, but save something for yourself. You never know..."

Many people write books about grieving, and you can learn to grieve by the rules. I never could learn things from rules, so I rejected them and grieved after my own fashion. And I too can write rules now.

Most important, I have learned not to grieve for the long-ago child. Teddy was never going to be three or six or ten again. Those years of his life are as securely ours as the childhood years of our living sons.

At twenty-one, Ted's future was not going to belong to us as his earlier years had. We had hoped he'd come home to farm, but he had a lot of trails to ride first. And one of those pretty girls down the trail was going to nab him sooner or later.

Our grieving centers, rather, on the vibrant boy who lives in the now, entranced by a well-tuned engine, determined to be Number One trials motorcycle racer in the country. It no longer matters to us that his dreams were not our dreams. What matters is that we encouraged him to pursue his. We miss his good looks, wit, the sense of excitement he brought to our lives.

I think our suffering climaxed the afternoon of the day Ted died, when we walked up the lane and came upon his field of soybeans ripening in the late September sun-tangible evidence of the unharvested fruit of his aborted life. We sobbed together the deep, wracking sobs of the broken-hearted, the sobs that must come in the long interval before you accept the inevitable truth: Someone else will rise up to harvest the beans, to ride the trails, to marry the pretty girls, to fulfill the dreams.

MY BROTHER TED

by Dane Leimbach

After being an only child for the first 7 1/2 years of my life, in February of '59, my parents had my first brother, and chose to call him Paul (after my Dad) Theodore (after mom's brother Ted). Because my father's name was also Paul, it was decided that Paul Theodore would be called Teddy, (and of course later, Ted) to keep the confusion in the household to a minimum.

Since there was such a large age difference between us, I wasn't too involved with Ted's life as a young child, simply because older brothers don't want to have anything to do with younger ones. That's just how life was. I'm sure we bonded as brothers and I do remember my mother telling me more than once, that both of my brothers (Orrin came along two years later) looked up to me and that I should behave in a manner that would be appropriate for a hero.

I got my first motorcycle when I was 16, a 100cc Penton Berkshire, and while this is another thing that I don't remember hearing about, I'm sure that my brothers were enamored by that wonderful piece of excitement. Since this time was way before the era when there were mini bikes, the brothers could just wish that they could ride my bike, and once in a while, I'd gift them with rides around the farm.

When Honda came out with their SL70 minicycle, the boys must have been hounding my parents unmercifully, because it wasn't too long after they appeared, that the boys ponied up the money from their savings to buy bikes for themselves. At first, they just rode them around the farm with one another, but eventually, they wanted to follow my footsteps and begin to race. The short part of the story is that Ted became a pretty accomplished rider, and became one of the targets for the other mini riders in the area, to beat at the local motocrosses.

As Ted grew, his riding skills developed and when he finally got big enough, Ted inherited one of my cast-off 100's, I think an ISDT bike from the previous year. I would have ridden the bike through the next Qualifier season, but then it was time for a new owner, and I believe that was Ted's first full size motorcycle.

Just as with the minicycles, Ted took to riding the 100 like a duck to water, and he forwarded his reputation as a winner in the local motocross scene. Since I was involved in the ISDT type events, and as my mother told me, my brothers looked up to me, Ted also wanted to become involved with those events as well. Once Ted started to ride the qualifiers, he quickly adapted his riding skills to that type of event, and once again, top placings came with some amount of ease.

Our father was 5'10" tall and while I didn't seem to have inherited any of those height genes, Ted did. As he aged, he grew past me, and at some point, while I was still enjoying riding the smaller bikes, Ted decided that he wanted to begin to ride the bigger machines. In 1978, after the Penton era closed, Ted continued to ride bikes that were manufactured by KTM, and he became a very accomplished woods rider. His hare scramble skills, carved out of his ISDT qualifier riding, made him one of the prime candidates for overalls whenever he rode a local event. Ted's first ISDT was the Swedish event in 1978, and I believe that he earned a gold medal in that event.

Ted continued to ride the KTM's through the 1979 season and toward the end of that year, Jack Penton, who had signed a contract with Kawasaki Motors Corporation to run an enduro program for them, signed Ted to a contract to ride for him on Kawasaki's. Again that season, Ted managed to qualify for the ISDT in Brioude, France, and was looking forward to riding on the US team in the ISDT.

At this time in my riding career, I

had been riding for over 10 years, and the drive for me to continue riding, was being fueled by Ted's success. I enjoyed teaching him the nuances of woods riding and playing the games that it took to finish well in the ISDT events.

Outside of the motorcycle world, Ted was still a farm boy, growing up on the "End O' Way" farm. Until I graduated from high school, I worked for Dad on the farm, as did both Orrin and Ted. During the summer of 1970, I went to work for Uncle Ted (Penton), and that led me further into the motorcycle world. I attended Wilmington College for two years before going to work for Penton Imports full time in the summer of 1972.

Because of the direction my career path took, my mother and father realized that if they wanted one of their heirs to continue to run the "End O' Way, they would have to change the way that they looked at the boys. Instead of just being their children, they sat down and made them partners in the farm. Despite Ted's love of motorcycle riding, he really liked the farm work and as a result, he was headed in the direction of being the next generation farmer in the family. While Orrin could do the work, Ted really took to it with a passion. He espoused my father's work ethic, and just like my dad, Ted would be hard at it until the farm work was finished for the day.

Once Ted and Orrin graduated from high school, they both followed my father's footsteps to The Ohio State University. Ted got wrapped up in the agriculture program and Orrin, who was more of a deep thinker, headed into computer studies. Ted continued to ride while he was attending school, though it did take a bite out of his riding time.

It seems that every family has one child that has a social streak that is stronger than other children, and in our family that was Ted. As he got into high school, he became a very popular guy, and seemed to be in the

right time and place to party. I don't remember him getting into any major troubles, but he did know how to have a good time. I do remember that one time, long after the fact, my folks found some proof that Ted had held a pretty comprehensive party at our house. Dad was cleaning out the well, which was in front of the house, and down in the well he found a half dozen or so beer cans, that he was pretty sure he'd not thrown down the well.

Not only did he know how to have a good time, the girls seemed to take a real fancy to him as well. So with his good nature, party skills, and good looks, it wasn't hard for Ted to have a few girls chasing him much of the time. But because of the riding thing that took up much of his time, he never had a long time relationship that steered him from the motorcycle world.

At the end of the summer of 1980 as we were getting ready to go to the ISDT in Brioude, France, things changed forever in all of our lives. One afternoon, we were working on the bikes at our shop in Lorain, Ohio, and a strong thundershower blew through the area. It didn't last long but long enough to put down some heavy rain. Just as the rain was ending, we heard a number of emergency vehicles rush past our shop, up to the intersection two blocks away, and turn down under the railroad underpass. We really didn't take much notice because the shop was two blocks from St. Joseph's Hospital with their ambulance service and two blocks away from one of Lorain's fire stations. We were used to hearing the sirens from emergency vehicles all the time.

Not too long after we heard the emergency vehicles rush in that direction, we got a call at the shop, from my parents, that Ted was in a terrible accident, and he was in St. Joe's intensive care unit.

Ted had finished working at home on the farm that day, and was going to come to the shop to work on his

Six Day bike. After he stopped at the shop to "check in", he decided that he needed to go over the "high level bridge" to McDonalds to get something to eat. As he was returning, that was when the thundershower struck, and there was a small river of water running down the bridge and across all four lanes from the roadway as it exited the bridge. When Ted came down off the bridge and hit the water, his Ford Festiva hydroplaned and slid into the path of an oncoming truck. Even though Ted was wearing his seat belt, he hit his head on the door post and was knocked unconscious along with severely breaking his left leg.

The EMT's got him to the hospital and the ER doc's fixed him up as best they could, but he still didn't regain consciousness, so all we could do was wait and see what happened next.

The ISDT was coming up in two weeks. The rest of us had to leave to go to France to compete and my parents both felt that it was best that I go, because they were pretty sure that is what Ted would have wanted.

On the morning of the first day, when Ted was to have started the

ISDT, he passed away as the result of complication from an embolism in his neck. It will go without explanation, that was the absolutely most difficult time in my life. Not only had I just lost a brother, but I had just lost the drive in my life in motorcycling. That day, my KDX 125 that we had built specially for the ISDT gave up on me that first morning, and I DNF'd my last ISDT.

The next spring, I tried to get back into riding again, but when we got to the first ISDT qualifier at the Zink Ranch in Oklahoma, I just couldn't do it. There was just no drive to ride a motorcycle any more, because I'd lost my inspiration.

Even though there was such an age difference between us, I was as close to Ted as any brothers would be. Once he got into the motorcycle world, we became even closer, because I enjoyed watching him learn about the sport that I'd adopted as my passion and vocation. He was a great person who never got to realize his place in life and was not able to contribute everything to our lives, but will always be fondly remembered.



Accepting the 1980 Sportsman-of-the-Year award from the AMA in honor of their late son Ted are his parents Mr. and Mrs. Paul Leimbach and brother Dane. The presenta-

tion was made by Dave DeSpain, public relations consultant and editor of AMA Magazine.

PENTON DISPLAY at KTM Dealer Meeting

by Alan Buchner

On Sunday August 21st the Penton Owners Group responded to KTM's invitation to set up a display at the AMA Museum. President Paul Danik took charge of having 80 Penton and KTM motorcycles, E-Z Ups, photos, literature, riding jerseys, etc. assembled just outside the front entrance to the museum in Pickerington, Ohio. In my opinion, this was one of the best displays the POG has done so far and it was second only to our Feature Marque display that was at Mid-Ohio in 2000.

KTM holds an annual meeting every year for it's dealers and this year it was held in Columbus, Ohio. Sundays are the "kick-off" days for this event where a special location is picked for entertainment and dinner for the dealers to encourage them to arrive a day before the start of the actual meeting which starts on Monday. KTM is a supporter of "Motocross America" exhibit at the AMA Museum and rented the facility for the afternoon to allow their dealers to see the exhibit. Rod Bush, the President of KTM, invited the POG to set up a Penton display so their dealers could see what some of the older KTM bikes looked like. Most KTM dealerships are less than 10 years old and they are only familiar with the newer KTMs. Permission to allow the display outside the museum was granted by Mark Mederski, Director of the museum, and he participated with the POG by having an E-Z Up belonging to the museum outside with information about the museum.

The POG started arriving Sunday morning at 9a.m. to assemble the display for the arrival of the dealers at 2p.m. POG members showed up with their bikes from Ohio, West Virginia, Indiana, Michigan, Kentucky, Pennsylvania, Tennessee, and New York. We even had one of our international members show up, Mike O'Reilly from Canada, who brought along his impressive collection of Penton literature to display.

73 motorcycles were brought to the event. They were grouped together by year around the outer parts of the driveway in front of the museum. They started with the steel tank Pentons and progressed to the CMF bikes around to the Post Vintage Penton and KTM bikes. Included were 3 Kenny Robert short

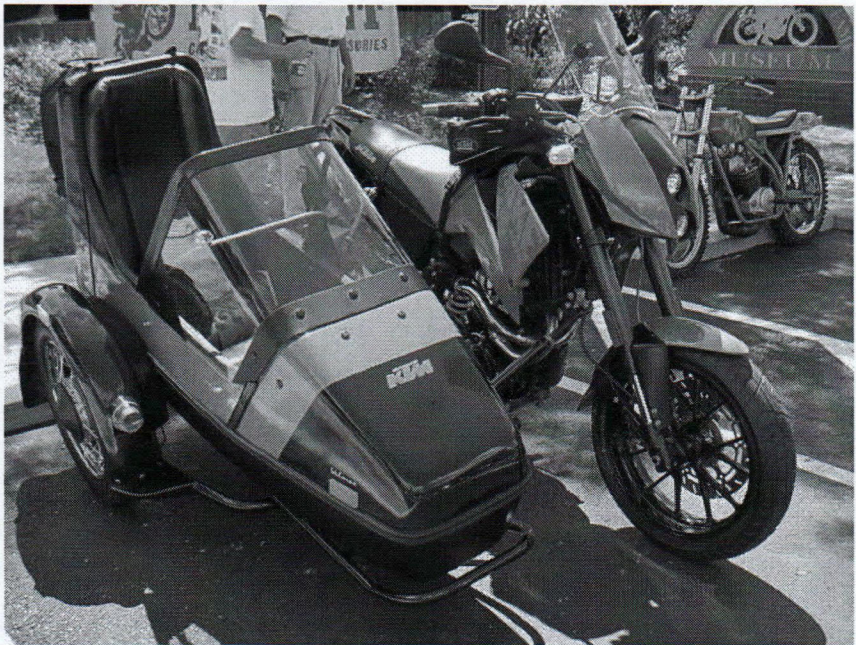
tracker bikes, Jeff Borer's (NSU powered) "Max Piner", KTM 125

was made up and on one of the tables for everyone to autograph for



& 200 30th anniversary limited edition bikes, 2 KTM mopeds, 2 KTM bicycles and a modern KTM with a sidecar (see photo).

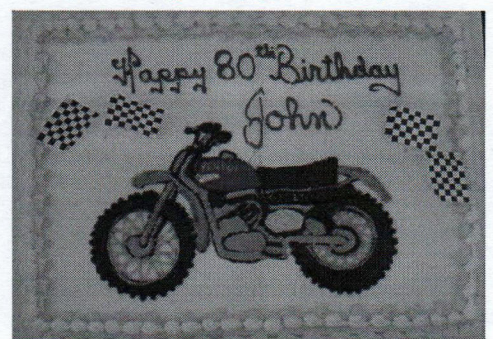
use as a birthday card to John. Jack Penton had a birthday cake next to the poster. The poster and cake were presented to John at the



Paul Danik was shooting to have 80 Pentons at the display in recognition of John Penton's 80th birthday 2 days prior. In taking in consideration that there were two Penton motorcycles inside the museum and Jack, Gigi, Donna, and Tim Penton showed up we feel that Paul's goal was accomplished.

A large banner of John Penton

dealer meeting on Monday where everyone sang "Happy Birthday".



Ted Guthrie and his wife, Reba, were kept busy during the day shooting video. They did many interviews including Malcolm Smith, Paul Danik, John Penton, and Doug Wilford. Thanks of appreciation go out to these two very dedicated members as they continue to capture the Penton memories on film for the Penton Future Project.

The day was perfect with sunny skies and temperature around 90. Toni and Gary Roach found a nice shady spot on the grass under some trees to put their E-Z Up. Inside it they displayed their collection of old Penton and KTM jerseys.

John Borer is the proud owner of Rod Bush's 1975 250 Penton and he had it on display off to the side in front of a large "Rod Bush" poster that he had made up as a tribute to Rod.

Bill Smith was busy during the event taking photos. The pictures that he took were the ones that were posted on the POG web site.

There were a lot of people wearing orange and black KTM shirts walking around the display during the day. These were some of the many KTM employees who were there to meet the arriving dealers and help organize the dinner party for the evening. Of these employees were a group of 6 from Austria who were seen inside the museum and around the POG display. They seemed quite interested in our framed photo display especially the photo of the KTM factory from the 70's.

The display was dismantled after 5:30p.m. POG members were then invited to attend KTM's buffet dinner party which was held in a huge tent in the lower parking lot of the AMA. One of KTM's semi-rigs was parked near the tent and several of KTM's new 2006 model bikes were on display.

It was a perfect ending to a perfect day. I personally felt very comfortable and "at home" with the KTM employees and am grateful for the opportunity to help them with their event. A big THANK YOU to all the POG members that helped out.

Top Photo – view of GS-6 & MC5 bikes on display.

Middle Photo – Saturday is wash day for the Roach family so Toni hung out her and Gary's jerseys to dry.

Bottom Photo – One of the Penton photo displays

All photo for this article were provided by Bill Smith (Michigan).



In Memoriam Rod Bush 1952-2005

by Paul Clipper

In our last newsletter I listed under "Latest News" that Rod Bush was undergoing treatment for cancer. I am saddened to report in this newsletter that he has since then passed away.

Rod's involvement with the POG was indirect. He graciously allowed us to hold our monthly meeting at KTM's facility after it was built in 2000 for which he was awarded an honorary membership by the POG in appreciation for his generosity. He never attended any of the POG meetings and on a couple occasions I saw him working late when arriving for one of our meetings. He invited us to be a part of KTM's dealer meeting this year by inviting us to set up our Penton display (see POG display at KTM dealer meeting article in this newsletter). Who was he and what was he about?

The following article from the November 2005 issue of "Trail Rider" magazine helps answer these questions and is reprinted with permission from POG member, Paul Clipper, Editor of Trail Rider Magazine

Thank you Paul for sharing your memories of Rod with us.

Alan Buehner

Last month we reported the bad news that Rod Bush, president of KTM North America, had been hospitalized and was beginning treatment for lung cancer. This month we have the even sadder task of reporting that Rod has passed away, victim of a disease that had gotten a little to far along to be easily treated. He's said to me more than once, "I haven't been to a doctor in I don't know how long. They're not going to tell me anything I want to know!"

Rod was a good friend of mine, one of my first friends in this business. We met when I was starting out at Dirt Bike magazine back in the late '70s. He was more or less starting out at KTM, but at the time KTM was still easing past it's transition from Penton USA to KTM America, so it was a young company he was working for. When I first met him, he was a bike technician (basically a "fix this wreck" mechanic) in the un-air conditioned warehouse in the back of KTM Americas's headquarters, which was basically an old grocery store on

Broadway in the town of Lorain, Ohio. I wound up talking to him when I called up about test bikes for the magazine, on someone's assumption that we must have known each other. Well, also, nobody had ever asked the company about test bikes at that point, and there wasn't anybody else there who wanted to deal with me.

Rod saw it as an opportunity though, and even though it took months to get it together, he was eventually on our doorstep with a brand new KTM for us to try out. It was also a good chance for him to get out of the shop and into some quality riding and drinking time, and we got along well. I think I can honestly claim to be the person who introduced him to Mexican and Chinese food, and I know I was the one who convinced him you can cook chicken on a barbecue grill and live to tell about it. He didn't have the most varied diet in those days.

Thus began a long association and cultural exchange. He would come out to California and do a bike test, then on Sunday we'd ride an enduro, usually. I know a couple of times he came out and rode the Cal-Poly Penguins Hi-Mountain enduro with me. Nobody there even had a clue that an ex-Six Days rider was tearing up a A 250 class at their local enduro (one year on a Husky 250 he'd borrowed from me). And he was; he had a long career on Pentons well before KTM America came to be. He rode on John Penton's original ISDT team, and had a handful of FIM ISDT medals in his sock drawer that he showed to me one time. At least a couple of them were gold.

In retaliation, he's host me for the Vermilion Fish Festival in his town of Vermilion, Ohio, and then after that we'd head down to the Blackwater 100 and see what kind of damage we could do. The Fish Festival was a celebration of perch and cheap beer, as far as I could tell, and the Blackwater 100 needs no introduction here, I hope. I have a couple of Blackwater trophies still up on my shelf, and I attribute both of them to the help of him and KTM. Otherwise I would have never been there.

In a couple of years he had worked his way into the air-conditioned part of the building, and had become Regional Sales Manager for KTM; later on he was

named National Sales Manager. By this time I had worn out my welcome in California and KTM moved me back to Ohio and hired me as their Advertising Manager. I had a tough time working for the president of the company at the time, but worked with Rod every day. He had a firm hand with the folks under him, but he was always fair and always seemed to care about what was going on around him. I'd bet that everybody who took a problem to him wound up getting some kind of help, whether it was a cash loan, or the use of a KTM van, or lord knows what else. He did a good job of hiding it from most people, but Rod Bush truly cared about everyone around him.

I escaped from Ohio, and Rod was in a perfect position when the presidency of the company became available, and he attacked the task with the spirit of a true enduro rider. I don't know how many people knew this, but when Rod started working for KTM he just barely had a high school education. He never let that fact hold him back though, and made it a point to learn everything he needed to know. Whether it was by talking to someone else, taking a night course or reading everything there was on a subject, he'd master it eventually. With me he was pretty up front about it. More than once when I'd call and ask him how he was doing he said, "I just barely know what I'm doing here, but I'm getting away with it!"

During his tenure as company president, he built a new set of offices and a warehouse in the nearby town of Amherst and moved the company to new, purpose-built accommodations. Then when the wildly growing company quickly started bulging out the buildings they had, he added on and doubled the size of KTM's American headquarters, and did the same for the California offices as well. How wildly growing was it? Well, during Rod's time at the helm KTM's American division grew from a barely two million dollar company that was lucky to sell 2500 bikes in a year to its present size - sales of 21,000 units and revenues well in excess of 100 million. And that's just the American operation, mind you.

In late 2002 Rod was offered a partnership in KTM's worldwide company, and was elected to the board of

directors. So in just a little more than 20 years he went from a mechanic in the back of the building to member of the board, part owner of the company, and president of the North America operation. Not too shabby, huh?

The real story doesn't have everything to do with his business success, though. Yes, he had his head down like a hare scrambling racer, working for every achievement the entire time, but he also had a family life. He was happily married to his wife Cheri for the past 27 years, his high school sweetheart. He had two kids and struggled to raise them right in spite of all the time he spent with his nose to the grindstone. His son Robbie is now 23 working for KTM, and his daughter Stacy is 18 and is about to start college. Along the way his neighbors knew him as a Little League coach and a mister fixit around his house, and he even found time to serve as president of the City Planning Commission for Vermilion.

How did he fit all this in a normal life? Well, as far as I could tell he never slept; although I know that isn't true because I've seen him unconscious before. But it wasn't unusual to get an e-mail from him and note that the time it was sent was two or three o'clock in the morning. In the office all that time? No, the last time I saw him alive I got a tour of his new house, and his basement looked like some sort of NOERAD command center with six computers humming away. "Yeah, this is dad's hideaway," Robbie joked. "This is where he controls the world."

That last visit was the saddest part, though. We were all out in Ohio for Rod's 50th birthday party, last July 2. There were people from all over the world there, and everybody was alternately honoring or busting on Rod all night, and he was blown away by it all. "Man I can't believe you drove all the way out here," he said to me, giving me a big hug. "This is great!" I noticed he had quite a cough, but he'd been smoking since I first met him, so what do you expect? We drank all the beer we could hold and toasted to the success for a life well lived, and still plenty more success to be had, or so we thought.

It was just about a week later that Cheri finally convinced him to go see a

doctor, and that's when the news came out that he wasn't at all well. He was rushed off to the M.D. Anderson Cancer Center to begin treatment immediately. The next time Rod appeared was at an employee dinner at the annual KTM dealer meeting, and though we weren't there we understand it was a moving experience. Rod walked in on his own, surprising everyone there, but word has it he looked devastated by the radiation treatment he had been receiving so far. The folks there said he was all but unable to talk and couldn't join them in the meal, and was soon wheeled back out to the hospital where he was stabilized before going back to Houston to resume treatment a day later. I know we arrived at the KTM show the following day, and have to say that every KTM employee there appeared to be in shock. The chief was wounded, and so in turn was everyone under him.

A couple more weeks and then encouraging news came out: he and Cheri were headed home. He'd survived the radiation treatment and was allowed to return home to rest and gain some strength before the chemotherapy started in a couple of weeks. Surely this was good news! He'd come out of the ring upright in the first round! He was going to kick the cancer's butt after all. Everything we'd heard, second hand of course, from the doctors was encouraging.

No need to rush anything, then. I meant to get in touch, but upon hearing this good news I figured I should just let him settle in again, rest up from his struggles. So I went off to play on my bike for a few days. It wasn't until the following Wednesday that I heard the bad news: Rod had been admitted back to the hospital, weak and sick on Thursday, September 8, and by Monday he was gone. Only two months from being diagnosed, and my old friend Rod was no more.

The ceremonies were held the next weekend. On Friday there was a viewing and visitation at the Riddle Funeral Home in Vermilion. Over the course of three and a half hours there must have been 400 to 500 people walk through. The Riddles said it was the biggest funeral they'd ever experienced. At the services on Saturday we filled the church

to capacity and then some. The motorcade to the cemetery was at least 100 cars long, led by five shiny new KTM 950s. Other people driving on the road stopped as we passed. I saw people walking, stop, and hang their heads as the hearse rolled by. And the hardest part was leaving our old friend, boss, father and fellow rider at the cemetery, while we all went off to KTM to have a party in his honor. Godspeed, Rod; you'll be missed more than you'd ever imagine.

What can we do to honor his life? Well, in a material sense, we can all donate to the University of Texas M.D. Anderson Cancer Center; a fine institution that is working hard, day and night to find better ways to fight and cure cancer. They can be reached at P.O. Box 4486, Houston TX 77210-4486.

Aside from that, we can do just exactly like Rod did, and try to leave behind a legacy of people who love and respect us, and live a life up against the rev limiter while we're here. Yeah, Rod worked hard, but it wasn't all hard work that he did. He touched many people's lives in a positive way, and the least we can all do is try to do the same.



Rod Bush at a check point at the 1977 ISDT in Czechoslovakia.

Photo by Boyd Reynolds

Tech Tips

What's The Difference? KTM 250 & 400 Cylinders

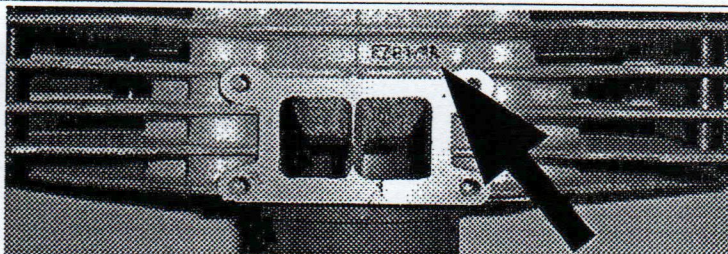
by Alan Buehner

At first glance it is hard to distinguish a 250cc cylinder from a 400cc cylinder if they are bolted onto the bottom end. They both have large fins and the bolt hole patterns on the heads are the same. A quick check of the serial number on the engine case (ignition side, just below the cylinder) will tell you what size it is. The first number is the year, the next two numbers are the code for the size (54=250 / 55=400).

KTM was consistent in their manufacture of 250 and 400 cylinders from 1973 to 1982. They were all piston-port, air cooled cylinders with large fins. Although KTM did not introduce reed valves until 1982, they performed well and were competitive up until their reed replacements. (note: the 400 was discontinued and replaced by the 420) Looks can be deceiving. Even though the cylinders looked the same during their time span, changes were made.

The most obvious and widely unknown change KTM made was the sleeve/bore size. The 250's started out with 71mm and were changed to 71.25 in 1977. The 400's started out with 81mm and were changed to 82mm in 1978. What this means is that when it comes time to re-sleeve the cylinder, you must identify what size sleeve you need.

All KTM cylinders are identified by casting marks which are found above the intake ports (on the early 250's the markings are below the exhaust port). They are easier to see and read if the intake manifold is removed.



400 cylinder with size cast marking above intake port

Examples of what you can expect to find are:

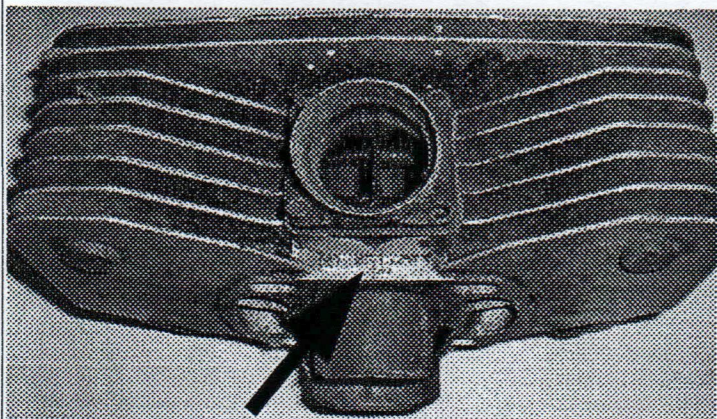
250 - EZ 71/1R ELKO	400 - EZ 81/1R
EZ 71/2R	ELKO EZ 82/2R
EZ 71.25/2R	

EZ is the manufacturer's identification which stands for "Elko Zylinder." The number before the slash mark indicates the sleeve size and standard piston size. The number after the slash mark followed by an R identifies which revision the cylinder is.

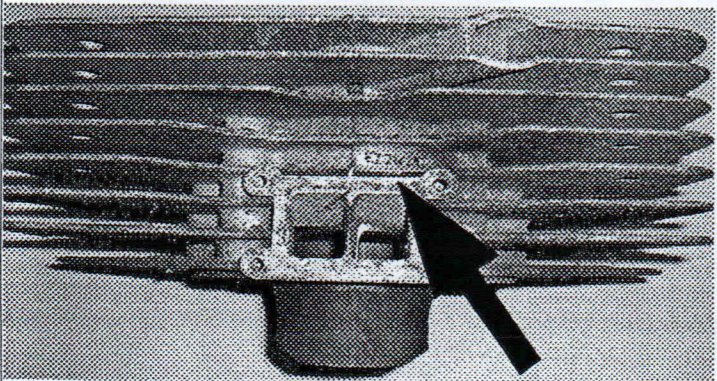
The revision numbers identify the subtle changes that KTM made to their cylinders. These changes were made to the intake, exhaust, and transfer ports where they were raised slightly (approximately 1mm) to change the performance (power band) of the engine. The following measurements show what the differences are:

<u>Cylinder</u>	<u>Top of exhaust port</u>	<u>Top of transfer ports</u>	<u>Top of rear boost port</u>
71/1R	35mm	49.5mm	52mm
71/2R	34	50	47.5
71/4R	34	49.5	49
Carl Cranke	33	48.5 & 47.5	48.5
81/1R	38.25	55.5	55.5
82/2R	39	54	56

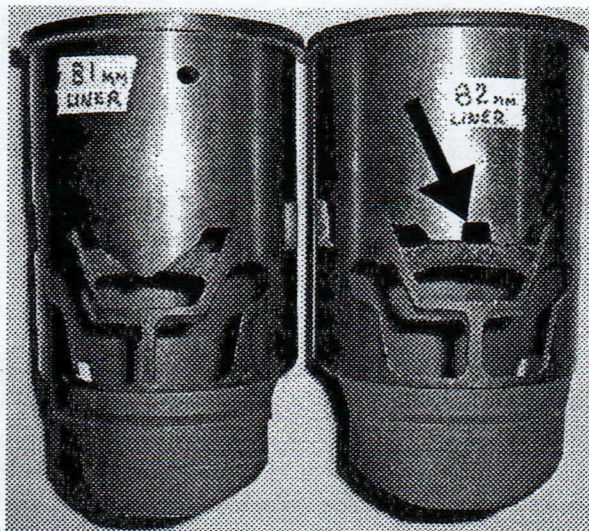
Note: distance from top of cylinder to bottom of ports were unchanged. I included Carl Cranke's 250 porting specs to show how KTM's changes compared. Carl's specs also call for widening of the exhaust and two of the transfer ports. The width of KTM's ports appear to be unchanged.



250 cylinder with size cast marking below exhaust port



250 cylinder with size cast marking above intake port



400 cylinder sleeves, 81mm on left, 82mm on right. The 81mm has thicker lip on the top rim, the 82mm has an extra window in the rear boost port above the intake port. The 81mm liner shows a hole near the top lip for a compression release.

PENTON CLASSIFIED ADS For members by members

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

FOR SALE

POG windbreaker jacket, dk green with yellow POG lettering on front & back. Avail. L,XL,XXL - \$43 + S & H. John Hardin (IL) 309-647-4579

PENTON 2006 CALENDAR

only \$15 including postage. Mail to P.O. Box 191, White Cottage, OH 43791 Randy Kirkbride (OH) 740-819-4481

Reproduction Penton & KTM decals

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

LATEST NEWS

Change in Tax Status

It was announced at the October POG meeting that we received a reply from the IRS regarding our application for tax exempt status change. On September 15, 2005 they have determined that we are exempt from Federal income tax under section 501(c)(4) of the Internal Revenue Code. This means that we are no longer restricted as to how much fund raising we can have each year. However, contributions to the POG are not tax deductible by donors under section 170(c)(2) of the code.

2006 year of MC-5

2006 will be the year of the "MC-5." All events, displays, and promotions will be focused on these bikes from model years 1976, 1977, & 1978.

Penton Calendars

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

SERVICES

SACHS MOTOR REBUILDING

100cc & 125cc
Doug Wilford (OH) 440-988-2605

Cylinder Re-sleeving/ Boring
Crank Repairs for Sachs & KTM
Forest Stahl (IN) 765-284-7653

MARZOCCHI SHOCK REBUILDING
Rod Gorzny (IL) 815-778-3768
E-MAIL: RGORZNY@ESSEX1.COM

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

KTM engine rebuilding
Bobby Lucas (TX) 817-483-7346

KTM & Sachs Motor Rebuilding
Complete bike rebuilding
Kip Kern (IN) 765-668-8038

Randy Kirkbride has his 2006 "Penton" calendars available for sale. Each month has a picture of a Penton motorcycle on it. The calendars are \$15 each which includes shipping. All profits from the sale of these will be donated to the POG. Randy can be contacted at: 740-819-4481 (Ohio)

Membership Renewal Limit

A motion was passed at the October POG meeting to limit prepaid memberships to 2 years. It's not that we don't appreciate your faith and trust in the leadership of the POG, but renewals help us to keep our address list up to date. Most people tend to move every few years and sometimes forget to notify everyone of the change.

Thanks goes out to the members who have paid-up 5 years in advance.

New Date for Mid-Ohio in 2006

The AMA Vintage Days event for Mid-Ohio has been changed for 2006. It

PARTS

NOS and Reproduction parts for Pentons - www.pentonpartsusa.com
Alan Buehner (OH) 216-651-6559

NOS Penton parts
Jake Fischer (PA) 412-781-6309

PENTON Motorcycles -
www.pentonmotorcycles.com
Terry Everett (OH) 330-364-2050
fax 330-364-5073

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

Ted Grabowski - (315) 736-6207
T & T Sport Cycles - Whitesboro, NY

will be held next year from Friday July 29 thru Sunday July 31. Mark your calendars and reserve your vacation time with your employer.

The POG display, as of this time, will be at our new location in the swap meet area, next to the demo ride area, under the trees.

National Enduro in Indiana

Kip Kern, POG member from Indiana, would like to let us know that his local motorcycle club, The Mud Doppers, will be holding a National Enduro next year - September 17, 2006 in Indiana. This is an excellent opportunity for anyone living in and around Indiana to attend their event and see or compete against the current National Enduro champs.

Penton Day at the AMA

Saturday February 4th, 2006 will be the 5th annual Penton Day at the AMA meeting. This year's meeting is going to

be simplified to allow plenty of time for attendees to look at the current motorcycle exhibit "Motocross America" in the museum and the Penton bikes displayed outside the museum that everyone is encouraged to bring to the meeting. There will be one topic of discussion and it will be a round table of all the people involved in the days of the steel tanker Penton to answer questions.

Sign up will start at 9a.m. The meeting will begin at 10a.m. and there will be pizza served for lunch at noon. The AMA Museum is located in

Pickerington, OH just east of Columbus, Ohio off of I-70.

Web Site Crash

Disaster struck the Penton web site in October when our server's computers crashed, knocking us out of cyberspace for over a week. There were no current back-ups of our site. Bill Smith and his girlfriend, Karen, scrambled to re-establish our site once the server was up and running again. However, the most current back-up for our site was from March 2005 which means that

anything posted on the site between March and November is gone. Efforts are being made to update the site which is going to take a month or two. We thank you for your patience and understanding during this disaster.

Penton Import on the Move

Penton Imports has moved. Their new location is the original location of Penton Machine Shop at the Penton farm in Amherst, Ohio on North Ridge Road. They have a new phone number which is listed in our Penton Classified Ads.



Some photos of Ted Leimbach and his family – taken from the back cover of memorial brochure.

Meeting minutes have been removed from this document.



PENTON OWNERS GROUP



PENTON WINS

ROD BUSH & JOE BARKER

IN TEAM ON A 125cc PENTON SIX-DAY

WIN

**TARHEEL GRANDCHAMPIONSHIP
8-HOUR CROSS-COUNTRY**

(Concord, North Carolina Aug. 19, 1973)

OVERALL

DANE LEIMBACH & TOM PENTON

Win 3rd Overall

"Built for Champions"

Copy of a Penton advertising brochure from 1973 – provided by Paul Danik