

Still...Keeping Track

Penton Owners Group Newsletter \$5.00



Jack Penton adjusting his bike at the 2003 ISDT Reunion Ride in Massachusetts.
The story of this bikes resurrection is on page 17. photo submitted by Toni Proffer (OH)

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

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

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

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

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



PENTON OWNERS GROUP

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

Submission of material will be considered as assignment of all rights therein. Check out our web site at: www.PENTONUSA.ORG
Change of address: Give old and new address and notify us as least 6 weeks in advance.

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

The editor of this newsletter is Alan Buehner

The assistant editor is Al Born

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

PRESIDENT'S CORNER

By Alan Buehner

This will be my last time commenting as President of the POG. My commentary in the last newsletter was to inform everyone ahead of time of what is going on with the POG and to prevent shock and rumors. I would like to thank the POG for the nice plaque that was presented to me at the meeting held at Mid-Ohio in July. I have put it on the wall in my home office. I consider it one of the best of all the awards that I have received during the past 35 years,

unfortunately there are none for winning any motorcycle races.

I would like to thank everyone who called and wrote all the kind words of appreciation and concern about my stepping down as President. To ease everyone's concerns, I will not be leaving the POG board, just changing hats, from President to Treasurer. This will be healthy for the POG and will give me a much needed break and allow someone else a chance to stand at the helm. This has been a difficult year for me with so many things going on at the "home front" that I have been unable to concentrate on

the POG activities as I would like and I have been overwhelmed with the ideas that have been pouring out of the Penton Future Project Committee.

I would like to clear up some misconceptions about my role as President during the past 6 years. Although I have played a key role in organizing and developing the POG, this has never been the "Al Buehner Club". There have been many other people involved in this venture in the forefront and behind the scenes who have also played a part in making this the best

vintage motorcycle organization in the world. I could never have done it alone.

I have put a lot of my time and energy into the POG because this is what I love doing and getting things done is one of my talents that I do best. John Penton, his sons, all the ISDT vets, and all of the AHRMA racers have proved themselves by winning in motorcycle competition. This is one of their talents at which they do best.

I realized back in 1973 that I did not have what it takes to be a winner in motorcycle racing. After injuring my knee in a hare scrambles event, I determined that racing was not fun for me any more. I developed a love for trail riding with my buddies, especially after buying my first Penton. There were many great memories gained from the fun we had on those Sunday rides. As time went on, my riding buddies moved on to other things in life leaving me to riding the trails alone. And then the trails started to disappear as new developments eliminated them one by one. One of the saddest days of my life was when I was barred from riding on my last remaining trail by a police officer. This

left a big void in my life. I have steered my passion for not being able to ride that old Penton into the formation and running of this organization. It has been my way of "proving" myself. Many of you have plaques and trophies from racing. I have plaques and certificates from board involvements.

Many of you do not fully realize just how special the POG is. Those of us who were involved in the formation of the POG know. At the beginning we struggled with developing bylaws and figuring out how to organize the POG. There were times that I thought that were never going to get it up and going because it was taking longer than I thought it would. Confirmation that we were on the right track and doing the right things came about a year later when Ed Youngblood wrote the John Penton book, the POG was named "feature marque" for the AMA Vintage Days events, and John Penton was Grand Marshal for both Vintage Days. These were things we were talking about doing at our organizing meetings while trying to get the POG going. We knew

that these were some of the things that needed to be done. We wanted to do them while John Penton was healthy and alive, to pay him the proper tribute that he deserved, yet we had no way of knowing at the time who would do it, and when it would be done. I refer to this as the "magic" of the club. Things happen and fall into place letting us know that we are doing the right thing. This "magic" happens all the time and it gives me a feeling of satisfaction and fires my enthusiasm to keep going when I think about all the good that the POG has generated. In looking back at all that has transpired during the past six years, I know that the POG was not ready to be formed before I helped get it going even though there were people talking about forming it years prior. The timing just wasn't right for it.

Elections for POG officers will be at the October meeting. A new president will be voted in by the board members and I will be looking forward to putting on a new hat and working with him and see more "magic" happen.

Thanks for sharing this ride with me.

THE WAY IT WAS

BY AL BORN

85 YEARS AGO----1919

Ted Penton was born on June 22nd.

55 YEARS AGO----1949

John Penton and Katherine Marks were married on June 26th.

50 YEARS AGO----1954

Jack Penton was born on July 16th.

45 YEARS AGO----1959

John Penton set a coast to coast record on June 8th thru 10th riding an R69 BMW with a time of 52 hours, 11 minutes and 1 second.

The Columbus Star showed Al Born taking 2nd place in a Scrambles Race at Salem, Ohio on a 250 Maico and also taking a 3rd place on July 4th at Strongsville, Ohio on his Maico.

40 YEARS AGO---1964

Tom and Jeff Penton got their very first motorcycle.

35 YEARS AGO----1969

The June 3rd issue of Cycle News showed a picture of a proto-type 175cc Penton motorcycle. The caption says "New 175 cc Penton is expected to shake up the troops when introduced this fall". In July, Al Born rode the Proto-model to a first place in a Hare Scrambles at Amherst, Ohio in the morning, then placed second in a T.T. race in the afternoon. This particular model was not produced.

The same issue showed John Penton on a Husky winning the "Overall" at the "Burr Oak" enduro and William Bradon was 3rd in A lightweight class and Pete Fagan was 2nd in B lightweight, both riding Pentons.

The June 17th issue of Cycle News announced that Ed Youngblood had joined the staff at Cycle News.

The July 1st issue of Cycle News showed the following results at Athens, Ohio new moto-cross track: Larry Pierce, Carl Whitlatch and Robert Crawford swept the 100 cc class, all on Pentons. In the 125 class, Don Kiger was 1st on a Yamaha, followed by John

Toth, Joh Staley, Jerry Ziegler and Robert Clark, all on Pentons.

The July 13th issue of Cycle News listed Jack Penton as the overall winner in a Hare Scrambles at Lagrange, Ohio. The 125 cc class was swept by Penton riders, Andy Anderson, Bud Reighard and Al Born.

The July 27th issue of Cycle News listed Jack Penton as winner of all three motos in the 100 cc class at Austinburg, Ohio with Carl Berg placing 3rd, both riding Pentons. Also Floyd Beattie won the 125 cc class with Doug Wilford placing 3rd, both on Pentons.

On Aug. 17, Rick Spangler rode his 100 cc Penton to three moto wins at Rolling Hills, Kentucky and Larry Pierce placed 3rd, also on a Penton. In the 125 cc class, Tom Hottell placed 1st and Steve Pierce placed 5th, both riding Pentons.

On Aug. 31st, Cycle News showed Jack Penton 1st and Skip Bruner 3rd in a Moto-cross race in the 100 cc class at New Philadelphia, Ohio, and Jim Jerles placed 2nd on a Suzuki. Also the 125 class listed Chris Kovach in 2nd place and Floyd Beattie in 3rd, both riding Pentons.

The Mailbox and Website

June 8, 2004 (website)

I'm stunned. I don't know what to say.... I just read that our beloved President Al Buehner is stepping down. Wow, changes....they are a'happening, ain't they. Well the first thing that comes to my mind is: I'd like to thank Al so much for everything he's done for this group. Al Buehner's dedication, persistence and hard work to better the group, and the name of Penton motorcycles was incredible. I can positively say that I've always been very impressed with the way the entire group of officers and trustees have functioned and ran the matters of the POG so excellently. It can't be easy all the time. Thank all of you so much for your work. Special thanks to Doug Wilford who is also stepping down as Treasurer. I believe the VMD, POG meeting may be epic. Can't wait to see you again.

Bob Wardlow, MI

June 8, 2004 (website)

Wow, what can I say. I agree with you. The officers, from what I can tell, have done an incredible job. Thanks go out to all those who have served us so faithfully for so long. Al, Doug you guys ROCK!!!

Thom Green

June 8, 2004 (website)

To Al and Doug,
Thank you both from the bottom of my heart for EVERYTHING both of you have done to make this organization what it is today. I realize that things must change, but I can't help but remember the early start of the organization and our first big move which was Mid-Ohio and how Al was just hoping John Penton would just show up. Well he did and Al's prayer was answered. And with the greats like Doug Wilford and Paul Danik, who put endless hours into the planning, organizing, and execution of the events and monthly POG meetings, is why there is great success to be proud of today.

But there are so many others who have contributed, and our Group has grown to what I and many others consider the Model of a motorcycle organization. I don't see the finger pointing nor hear complaining that other groups suffer from selfishness and one-upsmanship. Our group has taken on the leadership from what the entire Penton Dream was from the beginning and that is: strive for the very best, never accept second best or failure.

Thanks Al and Doug for developing and staying on course of what I would say is that of TRUE WINNERS. Also thanks Al for your incredible commitment to stocking and reproducing parts. Doug, your engines are the best. I know, I have some, and thanks for honoring me with building some real beauties. Highest regards,

Ron Carbaugh, Texas

August 13, 2004

In the Story of my 5 day ride on the MCCCT last August, it mentions putting a marker at the location where I met 4 other riders. That was accomplished on August 11th after 3 unsuccessful attempts to pin down the exact spot. The marker reads - "A Special Place and a Special Poem." It is located 1.6 miles north of the Lincoln Bridge on the MCCCT in northern Lake County. Those of us that ride the area periodically, affectionately know that section of trail as "Woody's Beloved Boon Trail".

Ted del Solar, IL

MEMBERSHIP REVIEW

To all of you that are reading this, the latest issue of "Still Keeping Track", a big "THANK YOU!" As most of you are well aware, it is your memberships that make this one of the best Vintage Motorcycle groups in the world. I say that because we have members in Australia, France, Canada, and Hawaii. Our web site is being looked at and used by people in countries from South Africa to Sweden. Some of our troops in Iraq are members and are using our web site. To date, we have member

numbers that are in the seven hundreds, and still growing. This compels me to mention the "Penton Future Project" (PFP). The "PFP" is a goal that has been taken very seriously by the Board of Directors and the PFP Committee. The goal is to make the Penton motorcycle a classic, and make the History of the Penton motorcycles known to all vintage and antique motorcycle enthusiasts for generations to come. I may be repeating what others have already written, but a very important step has been shown to us by one of our board members when he signed up his nephew as a POG member. If each and every one of our members would sign up just one of the following: a son, daughter, sister, brother, niece, nephew, cousin, grandson, or grand daughter, so they can receive the newsletter and become a part of your interest and also a part of Penton History, it would be a giant step towards our goal and a benefit to our group. Thanks,

Doug Wilford, Treasurer

TECH TIP:

IS YOUR GAS TANK REALLY CLEAN?

This story is true and I don't want it to happen to you! For all of you that are going to use that really nice gas tank for the first time and finally going to get this beautiful Penton running. Please do the following:

If you are like me, you looked inside your tank and it sure does look nice and clean. Just because it looks clean, is it? When two cycle fuel has sat long enough (10 - 30 years) to evaporate, even the oil dries up. This dried up old oil is almost always where you can't see it and it is also almost transparent.

Just for safety's sake, and it only takes a few minutes, take some Lacquer Thinner (a pint or a quart) and put it in your gas tank with the petcocks shut off and the gas cap on. Shake it around, let it set a few minutes and shake it around again. When you pour out the lacquer thinner take notice that it was clear when you put it in, but it may have a tan or brown look to it now. The Lacquer

Thinner will not harm fiber glass or metal, but may do damage to fresh paint, so use every precaution not to get it on that new paint job.

This story has happened to two people and me that I know of. Your new fuel reactivates the old dried up oil, but none of it's lubricating qualities. The old oil with the new 2 cycle mix makes a very sticky varnish that will coat your piston, carburetor, and anywhere the fuel goes. Results are: after the first short ride and the bike sits overnight you may not be able

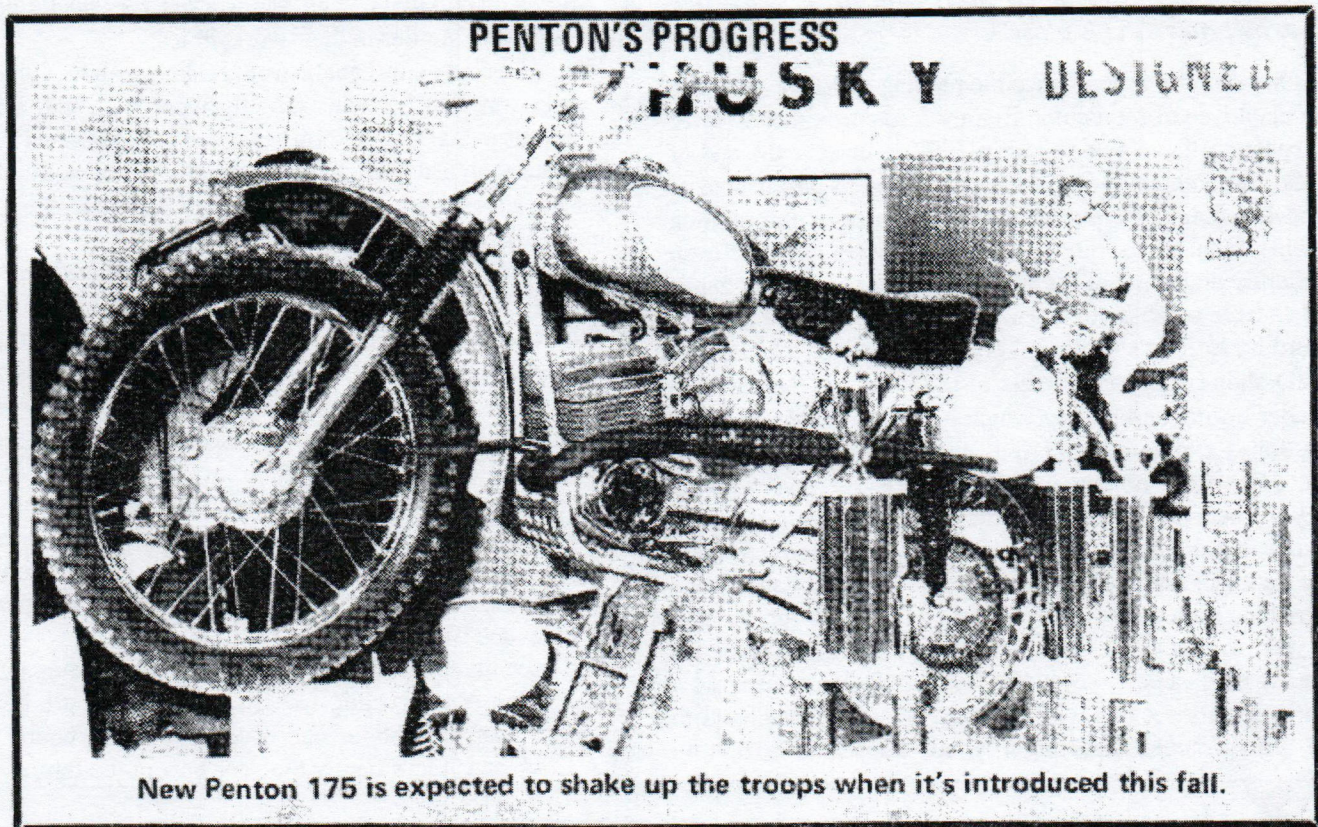
to kick start your engine. You may not even be able to bump start your engine. The old oil varnish will glue everything together so tight you will need to put lacquer thinner on top of the piston to get the cylinder off. The carburetor slide can also be very sticky or stuck. Good luck and have fun. Oh yes, please use a good fuel filter in your lines to the carburetor. I just hate cleaning out those idle jets so the bike will start on the first kick again.

Doug Wilford, OH

August 16, 2004

One of the items that Kathie Cobb sent me was a cut-out from a newspaper (possibly Cycle News) with a notation on the bottom of "Vol. III, #10 June 3, 1969. It is a photo of a Penton display at some trade show and in the center is a very rare prototype Penton steel tank bike with a Puch 175 motor. It was a bike being advertised that never produced. I have enclosed it to share with the other POG members.

Al Born



August 24, 2004

Enclosed is a copy of my little story about Jack's bike that I had displayed at Mid-Ohio.

Quite often when my copy of "Still Keepin' Track" arrives, there will be a familiar name or something in it from an old customer. It always brings a smile to my face to see a name from the ol' Dirt Works shop gang appear. To me it is like hearing from family. I have been around bikes my whole life. First as a kid growing up in Michigan where my dad raced enduros and then as an adult living in Northeast Ohio and running a bike shop (Dirt Works) from 1982 to 1999. You can imagine my

delight when issue No. 23 arrived with the picture of Ted Guthrie on the cover. Yes, Ted was one of my great customers, and had been for years. When we sold the shop in 1999, I moved from the area and lost touch with most of the people there, including Ted Guthrie. Anyhow, when I read his *Adventures in Enduros* story in the last issue, I not only smiled, I literally belly-laughed out loud from start to finish and I felt impelled to write this response. I am so glad to know that "Dirt Works" was remembered so well by a now fellow POG member. The other co-owner of the Dirt Works shop that was mentioned

in the story, is my now ex-husband, but still very dear friend, Dave "Chief" Capretta. After selling the shop, he moved to Costa Rica, where he services the bikes for Motorcycles Costa Rica Adventures. He too, is a long time Penton fan. I now live in Southern Ohio with my boyfriend, Gary "Gig" Roach, where I get to enjoy helping him restore and ride our Pentons.

So Ted Guthrie, thank you so much for taking me down that memory lane, it was a very fond one, and mostly, thanks for sharing it with our fellow POG members. Your story was appreciated and enjoyed.

Toni L. Proffer, Ohio

A TRIBUTE TO JOHN COBB

by Al Born

In the last newsletter there was only a notation about the passing away of John Cobb because it was last minute news and we did not have any other information to mention about him at the time. Since that time, Al Born took it upon himself to see that a proper tribute is paid to one of the employees behind the scenes at Penton Imports. In his contact with John's widow, Kathie, she loaned us the photo on the back cover of this newsletter, and a copy of the #12 March 1, 1972 issue of "Keep'em Winning" newsletter with an article and photo pertaining to John Cobb. That article is at the bottom of this page.

Due to space limitations for this newsletter, our regular feature "Member Profile" has been omitted to allow this article to be printed in it's place.

It has been nearly a year since the passing of John Cobb who was an employee of the Penton Empire for approximately three years, spanning from some time in 1970 until near the end of 1973. So, the Penton Owners Group wishes to pay tribute to him and his family by publishing these times of information concerning John. These bits of information were gathered from John's family and some of his work companions memory banks as well as from some written articles.

According to John's brother, Terp, when John worked at the old R&D shop on Elyria Avenue in Lorain, Ohio, he did a lot of cylinder boring and honing which had become his specialty. During Johns employment period, under the direction of Ted Penton, His main objective was to make a very reliable motorcycle become even more reliable which was done by improving the air intake systems, developing engine guards to prevent damage, and by improving the jetting and carburetion process along with many other "tricks". His theory for winning races was to have the most reliable motorcycle and not necessarily the fastest motorcycle. The R & D department did a lot of the dealers service work as they were well equipped to handle any problem that might arise. They had a unit to

completely check the ignition systems and they also had a welding department where they made luggage racks as well as any special tools as they were needed.

After a short time, John also became a very effective instructor at the Dealer Service Schools and also wrote many "Technical Articles" for the "Keeping Track" newsletter. Dane Leimbach, who worked with John at R&D described him as a "real exacting person" who had to do everything just right. Dane also stated that around the time that the Service Department moved to West Erie Avenue in Lorain, Ohio, that John became the Manager of the Dealer Service Department and that John was the type that would to a job himself before he would assign it to anyone who he felt was not willing to give 110% to the task at hand. Jack Penton tells me that he remembered John as being extremely particular with anything he worked on and that he and Ted worked very well together as they were very similar in their work ethics.

When I asked John Penton what he knew about John Cobb, his reply was that he didn't directly work with him a lot, but that he knew that John Cobb was Ted's "right hand man" at R&D and that Ted had extreme respect for his many abilities. He also stated that he knew John did an excellent job at whatever he undertook.

Sometime in late 1973 John and his brother Terp opened their own motorcycle repair shop in South Amherst, Ohio. Terp said that he would always repair the street bikes and that John would repair and rebuild the dirt bikes. After a period of time, John built a new home and repair shop a little farther west on Route 113 in Henrietta Township. Several years later John and Kathie moved to North Carolina and resided there for quite some time, but returned to Ohio a couple years ago after John became ill with a very rare disease called progressive supra nuclear palsy. John and his wife Kathie built a new home between South Amherst and Oberlin after their return but John only lived one week after they moved in.

The executive board of the Penton Owners Group and many others in the Motorcycling world know that we are better off for having John Cobb in our lives. The POG board wishes Mrs. Cobb and John's family the very best in the future.

JOHN COBB, POINTS WINNER OF THE MONTH

John Cobb, our mechanic, won the confidence and admiration of each person who attended Service School. Johnny was instructing the mechanics of the 125cc and 175cc engines and it appears to be the popular belief that he really knows his business. From the comments of our dealers and dealer representatives, they learned and comprehended more from John's class than they ever learned before on the Penton engines.

A lot of the dealers already knew John from talking to him on the telephone about service problems, but for the benefit of those who didn't, we apologize for not bringing him out in the limelight sooner.

Johnny has been with us for about a year and a half and we always knew of his abilities as a mechanic but were unaware of his instructing abilities.

On the behalf of Penton Imports and all the Penton dealers, our hats go off to Johnny Cobb for a job well done.



AMA Vintage Days at Mid-Ohio

by Alan Buchner

A great time was had at this year's AMA Vintage Days at Mid-Ohio. It was a chance to make new acquaintances and renew old ones as Penton enthusiasts from around the U.S. found their way to the Penton Display in the swap meet area.. With the exception of Saturday, the weekend was dry and mild with daytime temperatures in the 70's to low 80's.

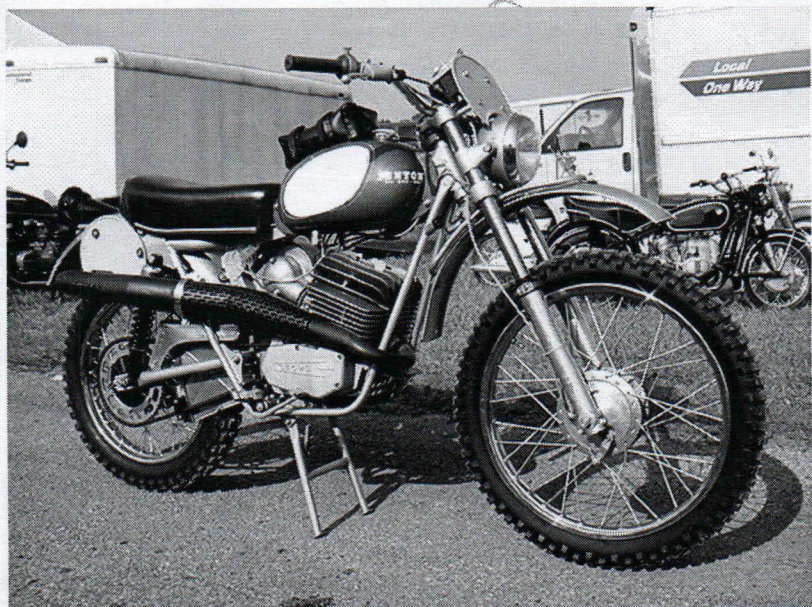
The "feature marque" at this year's event was BMW. Although the display was professionally done, it was like walking through a museum with no one to answer questions and explain things. A couple of comments that I heard from POG members who saw the exhibit were, "the display was nice, and very well done, but there was more excitement going on at the POG tent (in the swap meet) because of the people that were there (Doug Wilford, John Penton, Dane Leimbach, Jack Penton, etc.)." When I look back during the past 7 years of putting on displays at Mid-Ohio (especially our 2000 feature marque display), it is the people that we have on hand in the displays that make the difference. The bikes are nice but they don't talk and can't tell you about their experiences and what it was like to be out riding, winning, and or just



TOP PHOTO— Penton display on Sunday morning.

MIDDLE PHOTO— L -Richard Sanders (Texas) and Ron Carbaugh (Texas). Ron rented a golf cart during the event to assist Richard and show him around the swap meet, or so he claims. Anyone that has been around Ron at these swap meets knows the real reason he had that golf cart. One of his motto's is ... "He that gets around the swap meets the fastest, gets the mostest."

BOTTOM PHOTO— A beautifully restored steel tank 125 displayed at the tent.



having fun.

The swap meet continues to grow each year and provides the worlds largest selection of new, used, collectible, and junk – parts and bikes. Only a few Penton and KTM bikes were brought in and offered for sale and almost every one of them was snatched up before the close on Sunday.

For the second year in a row, the biggest treasure trove and busiest swap meet vendor was the Cannondale parts close-out in the southern part of the swap meet on the other side of the fence. They had “give away” pricing on MX tires, rims, wheel assemblies, disc brakes, hydraulic levers, Acerbis headlights, Ohlins front forks & shocks, spokes and many other items that were used to assemble the bike before going out of business last year.

As usual, the swap meet never fails to offer some of the strangest, unusual, and weird items for sale. For a reasonable price you could buy a “one of a kind” three wheeled port-a-potty with seating for just one (a good way to take care of business and still get around without wasting time or vice versa), a traffic light, or how about a double engined Kawasaki 900 cafe' street bike with seating for three.

The POG rented the 20'x20' tent again this year and although our display was modest and simple it was busy with activity during the entire event, especially on Saturday.

At 5 pm the annual cook-out (sponsored by Buehner's Supply Co. and All Custom Fabricators) was



TOP PHOTO— John Penton signing autographs in the Penton display. On the right is a cut-a-way KTM motor that was displayed.

MIDDLE PHOTO – Head chef, Dale Buehner and his wife Marianne during the cook out.

BOTTOM PHOTO – L to R Assistant chefs, Marianne Buehner (OH), Will Hentges (MI) & Belinda Brogan (OH) serving the food during the cook out on Saturday.

held in the tent about an hour after it decided to start raining again. I, for one, was happy that we had that large tent this year. It was shoulder to shoulder in the tent and it prevented the rain from dampening everyone's spirits and having a good time. Fortunately, the rain stopped in time for the start of the POG meeting. The back sides of the tent were taken down allowing the overflow crowd to stand outside.

John Borer brought in his portable sound system again this year which allowed everyone to hear all of the presentations during the meeting. Bike judging was made difficult again this year. Although there were not as many bikes on display as in the past, the quality of preserved and restored bikes keeps improving each year leaving the judges with some tough decisions to make.

The AHRMA vintage moto cross races were held on Saturday afternoon and the grass track was quickly turned into a "mud run" from all of the rain.

The post-vintage MX races were run on Sunday with a smaller turnout at the starting gate as many riders opted not to ride the still muddy course even though it was re-directed around a small pond that appeared on Saturday's course. All Penton and KTM riders know that these bikes were built to out perform in the mud and they did not have to think twice about whether or not to ride. There were many happy Penton/KTM riders on both days.



TOP PHOTO – It was standing room only outside the POG tent during the meeting on Saturday.

MIDDLE PHOTO – Jack Penton blowing out the candles on his Birthday cake during the POG meeting. He turned 50 on Friday.

BOTTOM PHOTO – Paul Danik assisting Toni Proffer (OH) in posing for a picture of her 1st place AHRMA plaque she won at Saturday's Vintage MX Race in the Women's Intermediate Class on Kent Knudson's 1974 125 Penton.

DIRT RIDERS OF NAPLES

by Ted Guthrie

As we seek to recall and preserve the era during which Penton motorcycles were produced, it is important to consider the individual retail dealerships, which made John's machines available to riders across the country, as well as overseas.

Indeed, without the business persons who realized and invested in the potential of the motorcycles from this young company, even a bike as fine as the Pentons would not have reached as extensive a sales success as did occur for Penton Imports between 1967 and 1977.

One such dealership was Dirt Rider of Naples, located in Southwest Florida. Southwest Florida? OK, you're thinking Ohio, Michigan, California, sure. But Southwest Florida? That's a long way from Lorain.

Well, motorcycle enthusiasts, motorcycle racing, and prime riding areas turn up in all kinds of places, and that is how a fellow named Richard Larson ended up selling Pentons in Naples, Florida.

Originally from Rockford, Illinois, Richard moved his family to Florida in 1960. With Wife, Kay, and sons Keith and Kurt, they first settled on the isle of Capri. By the late 60's, the minicycle boom had taken hold in the area and Keith's best buddy turned up with a Honda CT70.

A few rides on that CT70 convinced Keith that motorcycles were a whole lot of fun, so he convinced dad to purchase a 1969 Honda Mini Trail. That was the family's first motorcycle, but only for a short time. Within a year, Richard was riding a Yamaha 360 DT1. Keith and brother Kurt had graduated to Yamaha Mini-Enduros, and Kay had a Honda Passport. By 1972, Richard and Kurt were riding 175 Yamahas, set up for motocross, with Keith on a 125 Yamaha, also stripped down for mx. The riding bug had obviously bitten the family hard.

Richard, at this time was manager of a glass and aluminum business. Kurt Puchaas, the company owner, was a friend, and he and son, Carl, were off-road enthusiasts as well. Together with the Larsons, they raced motocross, and did a lot of trail riding, both year-round activities in the warm climate of southern Florida.

In early 1973, Richard and Kurt Puchaas decided to open their own

motorcycle shop, so Dirt Rider of Naples came to be. It was SW Florida's first dealership devoted strictly to off-road bikes and was an immediate success with the large number of riders in the area, who were in need of just such a shop. Of particular benefit to the business was Sid Stanford, the area's best known mechanic and Florida state motocross champion, who Richard had hired right from the start.

When the shop first opened, Dirt Rider of Naples was selling Monarks. Richard had answered an ad from the U.S. Importer, indicating that by buying a "six pack" of bikes, a shop could become a Monark dealer.

The Monarks were beautiful, exotic, and fast, but also very expensive. Their MSR price in 1973 was about \$1200.00. That was more than a 250 or 360 Yamaha, and nearly twice as much as Japanese 125's. Richard knew he had to come up with a way to promote D.R.o.N. and sell the Monarks in order to assure the shop's continued success.

Then by chance, a fellow from Wisconsin who was visiting in the area walked into the shop. This young man, whose name is unfortunately lost to time, needed some parts for his Monark, and was inquiring about local motocross racing.

Sid was at that time, promoting motocross events in Naples, and invited the Wisconsin rider to come out and compete. Well, this tall, skinny fellow did. And, dressed for riding in a white t-shirt, overalls, and work boots, proceeded to win every moto he entered, besting all the locals. Most of the riders were competing on Yamahas, Suzukis, and Hodakas, along with a few Huskys, CZ's and Maicos. However, by the following week, Dirt Rider of Naples saw a number of these riders appear in the shop to inquire about Monarks. Richard's shop was in business to stay.

In mid - '73, Richard was ready to add another line of bikes to the shop. This time, he looked to a young, but better known company: Penton. Richard wrote to John Penton in answer to an ad he saw concerning establishing new dealerships. The response was positive, and a few weeks later Tom Penton called D.R.o.N., asking for directions to the shop. It seems the Penton boys were already in town with a truckload of bikes, and later that same day delivered a Mudlark, three Berkshires, three Six Days, and three Jackpiners. Dirt Rider of Naples was officially a Penton dealer!

With Penton's already well-established reputation of racing success, Richard did quite well with the line. He and son Kurt immediately began competing on them, and after a year even lured Keith away from his beloved Monark.

Racing extensively in Florida, as well as throughout the eastern U.S., Richard and his sons strongly promoted Dirt Rider of Naples, and developed a large customer base of off-road riders and racers. To continue to serve this growing customer base, Richard acquired Can Am and Montesa franchises, along with the minicycle lines from Indian and Kami. By this time, the shop had become known as "the off-road dealership" in the region.

Keith recalls coming in contact with numerous well-established industry figures and racing stars of the day. One year, the family attended a Penton seminar held in the pit area of the Daytona speedway. Also, while at the Orlando Trans-Am, Keith got to hang out, and even play football with Brad Lackey, Gary Jones, Steve Stackable, Jimmy Weinert, and others. He also remembers going to a 125 World Cup race held near St. Louis, Missouri, and seeing Marty Smith, who at the time was still riding a Monark. Also, two Penton riders competing that day were Bruce McDougal and Tim Lunde. Sid even brought a round of the 1974 Florida Winter-AMA series to the Naples track.

By 1976, additional business growth prompted Dirt Rider of Naples to move to a larger facility nearer to downtown Naples. Richard also sponsored one of the area's fastest and most well known motocross racers, Joey Gratton. Additionally, Richard hired Don Fowler, who brought with him a Suzuki franchise, and mechanic "European Jack" Behling, a great, fun character.

Despite the shop's obvious success, the nature of the business was still hobby-based, which meant that in addition to owning and running it, both Richard and Kurt Puchaas continued to work their "real" jobs as well.

Four years of this kind of schedule finally took its toll, and in 1977, Richard and Kurt sold the business. The new owner was not involved in off-road racing as were the Larson and Puchaas families, and so dropped all the lines except for Suzuki, and added Honda.

Keith was in college by now, with Kurt just finishing high school, so neither was in a position to take over the business, although Keith wishes now that he had. However, Richard, Keith, and

Kurt remained avid motorcyclists. After college, Keith and his father bought a couple of Husky's and enjoyed riding them for years. Also, Richard purchased a BMW, and he and Kay toured extensively, including trips as far as to Nova Scotia, while Kurt continued racing, participating in Hare Scrambles events after moving to North Carolina. Keith also owned an ATK 406 and worked for some time as the parts/floor manager for the Suzuki/Honda dealership.

Today, the entire Larson family is doing well. Richard and Kay are in good health and are very active in their adopted hometown of Naples. Keith is a supervisor for the Collier County Parks and Recreation Department, and Kurt works for the local newspaper. Sadly, Kurt Puchaas passed away last year in Atlanta.

With the obligations of work, family, and home, all three Larsons have not been as involved with motorcycles as in the past. However, Keith is in the process of restoring a Monark and is seeking a Penton, with which to do the same.

In fact, it was Keith's search for information which led him to the Penton website and the Penton Owners Group. An entry in the Forum by another POG member, inquiring about Dirt Rider of Naples eventually led to a reunion of sorts of Keith and former Naples resident, long ago Penton owner, and Dirt Rider of Naples customer, Ted Guthrie. It was that reunion, after thirty years, which led to this story.

The Larsons recall nothing but fondness for the Penton family, and hold great respect and admiration for the motorcycles that were a key part of the success of their business in Naples, Florida all those years ago. Additionally, it was in turn the presence of the shop that led to the existence of many loyal Penton owners, way down there in Southwest Florida. Who would have thought?

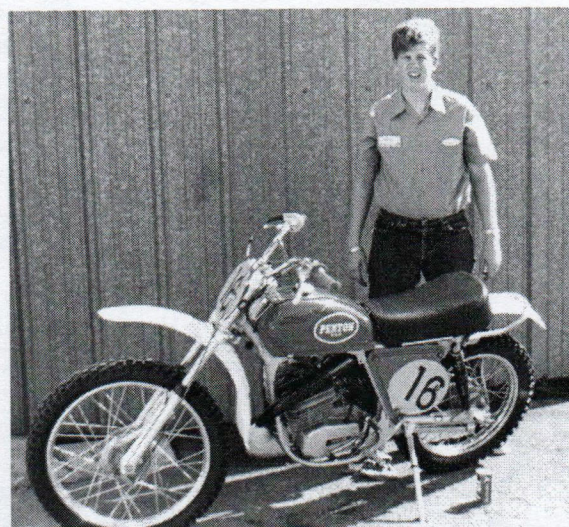
Postscript: Following the completion of this story, Keith Larson decided to share an idea he has harbored for several years now. That idea is to re-establish Dirt Rider of Naples. Keith's interest in the motorcycle business has never waned over the years and his recent involvement with the Penton Owners Group and subsequent exposure to fellow enthusiasts has done much to encourage his plans.

However, Keith has a question for Mr. John Penton: How does Dirt Rider of Naples go about re-acquiring a Penton franchise? Keith figures to start with, he

is going to need three Berkshires, three Six Days, three Jackpiners...

Top Photo

Richard Larson, back in the day. Note the "tired but happy" dirt bike smile, even though he's riding a '76 Yamaha



Center Photo

Kurt Larson, younger of Richard's two sons, poses with an immaculate Sachs powered Penton.

Bottom Photo

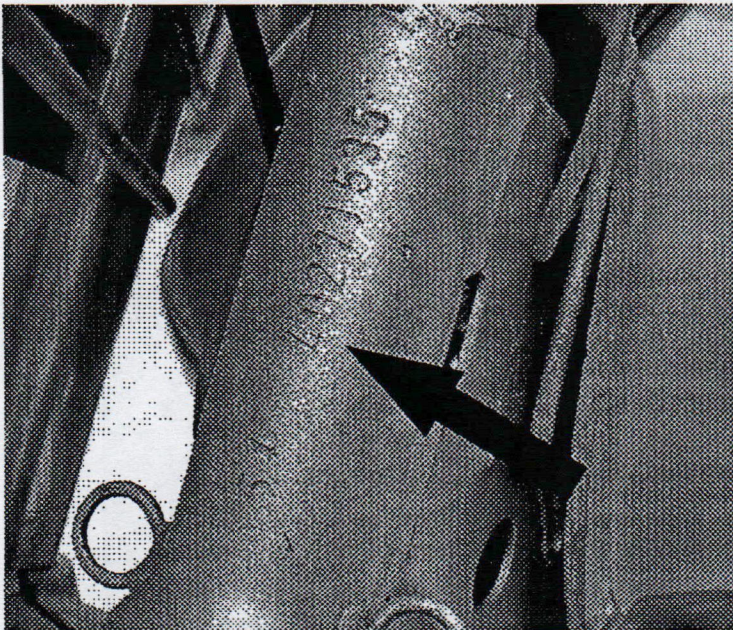
Ad for the Larson's shop, featuring Keith on the left and Kurt on the "better" bike, on the right. This ad appeared in Keith's high school yearbook. Lucky guys!

PRODUCTION YEAR GUIDE – Part 2 by Bill Smith

The Last Five Digits

How many times have we looked at the steering head tube on a CMF (Chrome Moly Frame) Penton motorcycle and wondered, what do all these numbers mean? First let's address the two types of frame numbers. The first type consists of 8 digits. This type pertains mainly to the Sachs powered models though I have found KTM powered models using this as well. As stated in several past newsletter articles and the website Production Year Guide, the first digit represents the year (i.e. 2 = 1972) and the next two digits represent the month (i.e. 05 = May). For example, if the frame number were 20555144, this would be a model built in May 1972, with the remaining digits being the actual serial number.

The second type consists of the same 8 digits but also has an extra 7-, 51-, or 54- ahead of the original 8 digits. These extra digits could be called production codes for the lack of anything else to call them. These digits were only found on the KTM powered models. If the 7- appears, you are looking at an all-new Jackpiner model starting with June 1972 through June 1973. The 51- and 54- seem to start where the 7- number ends which is June 1973 through September 1976. This period was the time when the rear conical hub first appeared and numerous design changes started. To find the year, month, and serial number, you simply disregard the 7-, 51- or 54- and look solely



Location of serial number on steering head

at the last 8 digits. For example, 7-20655454 would be a model built in June 1972, with the remaining digits again being the actual serial number. In some cases, frames have been found with no frame numbers stamped in them at all. It is believed this type of frame was most likely a replacement frame.

With the production code, year and month being addressed, what is left? The last five digits. In the past, I would always look at a set of frame numbers and say to others, or myself the 7-, 51- or 54- didn't mean too much. The next 3 digits are year and month, and the last five digits are "just the serial number." I never realized how important the last five digits were until a few months ago. The last five digits are the whole key to total production to all Penton/KTM models. Not only is it the key to total production but the year and month production as well when using the year and month part of the frame number. And it's even the key to who has the earliest or latest CMF 100cc, 125cc, 175cc, 250cc and 400cc models. Remember the talk about the steel tanker models and V-001 being the very first Penton ever produced and how everyone was trying to find steel tankers with the lowest "V" serial number possible? Now that holds true with the CMF models as well. How do I know this? After compiling over 200 frame numbers, I put them in ascending order by using just the last 5 digits of the serial number, and to my surprise, the year and month part of the frame number automatically ascended in perfect order as well. What was so interesting about this was that the serial numbers never quit climbing from June 1971 to September 1976. Another interesting note was that in one or two cases the year or month seemed out of order and did not follow the expected pattern. In these cases, it showed that the frame number given to me was an error, whether it was the year, month or the 5-digit serial number. And in every instance, an error was found and corrected.

What this list has shown me to date is that the earliest frame number I have recorded is 10650190. So we know now that CMF production started in June 1971. If the 5-digit serial number started with 50000, this would be the 190th unit ever produced. If the 5 digit serial number sequence started with 00000, this would be the 50,190 unit produced, and that sounds almost impossible. So guessing, I would say that the base serial number was 50000. The highest number I have recorded is a 54-60993213. So if you subtract 50,190 from 93,213, this puts total production from June 1971 to September 1976 at 43,023.

In 1976 a new frame number appeared on the all-new MC5, 125cc through 400cc models. These numbers started with 550xxxxx and seemed to stay with these first three digits for the next two years, 1976-77. Once again, I put the last five digits in ascending order and it appeared the serial numbers originally started with 00000. The earliest 550 frame number I have recorded is 55000865 which tends to make me believe that this was the 865th MC5 produced since 1976.

In 1977 another new frame number appeared on the all-new GS6 125cc – 400cc models. These numbers started with 701xxxxx. The earliest GS6 frame number I have recorded is 70100047. Once again, I tend to believe that this is the 47th GS6 model made from the start of production if starting with the 00000 again. Note: I have come across a 70201375 and a 70301662 frame number but have no other data on these numbers. Nor do I know when the first 3 numbers might have changed to a 702 to a 703.

KTM Engine Identification

After working with the frame numbers, I thought it might be fun to do some research into KTM engine numbers. With some 75 engine numbers to work with, I separated them into 3 categories: Type 52 which is the 175cc, Type 54 which is the 250cc and Type 55 which is the 400cc. However, I did not have any Type 51 125cc numbers available. What I learned was that putting each type in ascending serial number order showed that each size engine serial number started back at 00000 and went forward, unlike the frame numbers and all its models that ran consecutively year after year. Again, the year part of the engine number automatically ascended in perfect order as well. The lowest Type 52 number that I recorded was 2-5200566 (the 566th 175 manufactured in 1972). The lowest Type 54 that I recorded was 3-5400341 (the 341st 250 manufactured in 1973). And the lowest Type 55 was 4-5500164 (the 164th 400 manufactured in 1974). This makes it seem very logical that you could actually have 2 different size engines with the same serial number.

In conclusion, the above information could be a very powerful tool to uncover the true history of production during the Penton/KTM timeline. I'm sure production didn't stay even year after year with models changing or swings in the

economy. With the ability to find yearly and monthly production or who has the earliest or latest of any given model, the only thing we need is your input. If you even have a junk frame or two, like so many of us do, this could be the key to something down the road. It would also be great if we could receive European KTM frame numbers as well as any Penton frame number sold as KTM's on the west coast from 1975 on. I believe these models will have the same ongoing numbering system as that of the Penton and help shed even more light on the subject.

I hope to have the listing of serial numbers that I worked with on the Penton website (www.pentonusa.org) in the near future for you to review. Some of you may recognize these numbers and others not. These are numbers that I found from searching through the old inactive bike register to message board notes and from fellow POG members. In any case, I hope this allows you to enjoy our passion with even more interest and enthusiasm than ever before. If you do have numbers and would like them to be included on this list (your name will be kept confidential and not appear on the list), please email the information to webmaster@pentonusa.org. Be sure to include the full frame number and engine size if known. If you want to send your engine information, be sure to include the full engine number.

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 Ave.
Cleveland, Ohio, 44102

Fax: 1-216-651-1620

FOR SALE

PENTON 2005 CALENDAR

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

*** WANTED ***

4 bolt sprocket carrier assy.

- For very early 1968 Penton - call Al Born (OH) 440-323-4556

Children's T-Shirts, printed with "My Grandpa Rides a Penton". Available in children's large size. \$5 each
Ted del Solar (IL) 1-630-325-1859

Inventory reduction - Frames

1972 - 175, 1973 - 175, 1972 - 100/125

Contact Doug Wilford for pictures and prices - 440-988-2605
dougwilford@hotmail.com.

Reproduction Penton & KTM decals for tanks and side panels.

MC5 "world champion" decals.
Skip Miller (TX) 817-798-KTM1

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

MOTOPLAT testing

PVL - Penton Imports (OH)

Dane Leimbach 440-988-4474

KTM motor rebuilding

Bobby Lucas (TX) 817-483-7346

KTM & Sachs Motor Rebuilding

Complete bike rebuilding
Kip Kern (IN) 765-668-8038

PARTS

NOS and Reproduction parts for Pentons - Books, Videos & T-shirts
Alan Buehner (OH) 216-651-6559

NOS Penton parts

Jake Fischer (PA) 412-781-6309

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

Tech Tips

What's The Difference? Rims and Rear Wheel Hubs

by Alan Buehner

The purpose of this article is to provide information about parts on the Penton motorcycles in order to identify and know what the difference is. This should be especially helpful for anyone who has one or two Penton motorcycles and is not familiar with the models sold.

WHEEL RIMS

There were 5 styles of rims that came on the Penton Motorcycles:

- Photo A – Radaelli “flat style”
- Photo B – Radaelli “raised edge style”
- Photo C – Akront
- Photo D – Sun

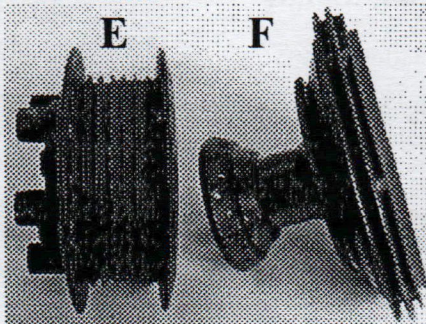
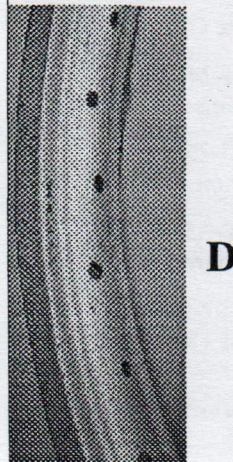
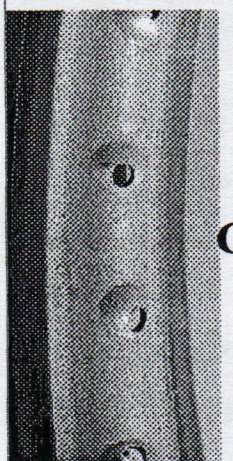
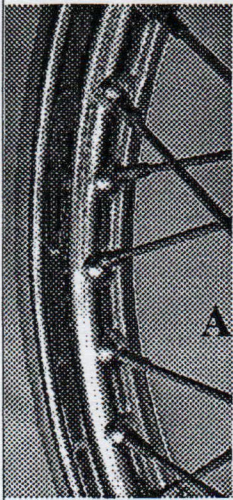
Not shown – Borrani (stamped on the rim) “raised edge” rims came on the first several shipments of 1968 Pentons. They were alloy rims with deep “mud catcher” edges.

The Radaelli “flat style” chromed steel rims came equipped on all the steel tank bikes from late 1968 thru 1971.

In 1972 the CMF bikes came equipped with stronger Radaelli “raised ridge style” chromed steel rims. These were used on the 100/ 125 bike up to 1975. They were used also on the 175 up until 1973.

The Akront alloy rims were first used on the 1973 250's which helped to lighten the bikes and with the “raised edges” made them strong. Akronts were equipped on all 1974 175 and 400's up until 1975. The problems encountered with the Akronts were mud build-up in between the raised edges.

The Sun alloy rims had a shoulderless design which eliminated the problem of mud build-up. They came equipped on the 1976 and 1977 MC5 bikes and the 1977 GS6 bikes.



REAR HUBS

There were 4 types of rear hubs used during the life of the Penton motorcycles.

Photo (unavailable) – straight with rectangular lugs

Photo J – straight with small round lugs

Photo E – straight with large round lugs

Photo F - conical

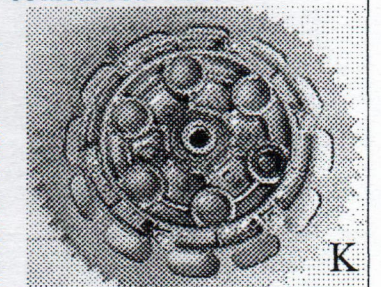
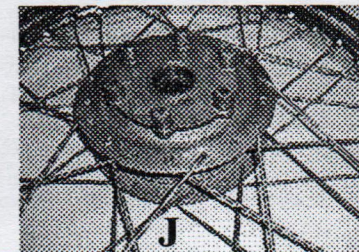
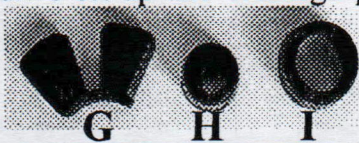
There were 2 styles of hubs, the straight which used a separate sprocket carrier (see photos E & J) and the conical (photo F) in which the sprocket was bolted directly to the hub. The straight styles had the advantage of being able to remove the rear wheel without having to remove the chain because the separate sprocket carrier (photo K) had it's own axle to attach it to the swing arm. Rubber shocks (photos G, H, & I) were used between the hub and sprocket carrier to cushion the impact from acceleration and give longer life to the chain and rear sprocket.

The very early 1968 model Pentons were the only bikes (approximately 300) to use the “butterfly style” rubber shocks (photo G). These were used with the hubs which had rectangular shaped lugs. The sprocket carrier was unique in that it only had 4 sprocket bolts. The design was not strong enough to withstand the power output of the Sachs engine which caused the lugs to crack and break. These hubs are very difficult to find because of this problem and it was only equipped for one year.

The later 1968 model Pentons were equipped with hubs with 6 small round lugs (photo J) and these used the small round rubber shocks (photo H) that fit inside the matching sprocket carrier (photo K). This set-up was used on all of the Sachs powered Pentons from late 1968 until 1974.

In 1972 the new 175 Jackpiners were equipped with the small size rubber cush drive assembly. However, the increased power output of the 175 would wear out the rubber shocks causing back and forth movement between the hub and sprocket carrier. If this “slop” was not repaired by replacing the rubber shocks, the lugs on the hub would eventually be broken off. The fix for this problem was a new hub assembly which had larger diameter lugs (Photo E) and used the large size rubber shocks (photo I). This new set-up was used on the later 1973 Jackpiners and the 1974 & 75 100's and 125's when the supply of small size sprocket carriers ran out at the factory.

In 1973 the new 250 Hare Scramblers came equipped with conical rear hubs (photo F). This eliminated the cush drive set-up and breakage problem. Starting in 1974 all the 175's and the new 400's were also equipped with the conical rear hub.



LATEST NEWS

A Penton display will be set up at Davenport, Iowa during the Labor Day weekend for the Antique Motorcycle Club of America meet. This is the largest AMCA meet held during the year. The display is an opportunity for us to showcase the "Penton" motorcycle brand in the antique motorcycle world which does not recognize any bikes for judging that are less than 35 years old. In our display we will have Al Born's 1968 Penton #V003 and Jeff Borer's restored NSU that John Penton rode to victory from 1957 thru 1961. Dave Sanders (IL) is bringing his 1968 Berkshire 100 enduro which will be entered in the bike judging. Any bikes entered for judging must be as "original" looking as possible and they must be started to prove that they run. Photos and coverage of this event will be in the next newsletter.

The ISDT Reunion Ride will be held from October 22 to October 24 at the John Zink Ranch (site of the 1994 ISDE) near Tulsa, Oklahoma. The POG and Vinduro websites have been a flurry of talk and activity as riders are getting themselves and their bikes "geared up" for the event. This year's ride is being sponsored by the Tulsa Trail Riders. For more information call, Vern Street at 918-224-7433, or go to the web site www.1sdtr2004.org

At the Mid-Ohio vintage days event, Anthony Buehner, Joe Spanulo, and Mike Mauer. spent "hours" digitally filming the event and interviewing people. They have been spending all of their spare time editing the film footage that was taken and are planning to have at least one, maybe 2 videos available for sale in a couple of months. More information about this will be

posted on the POG web site and listed in the next newsletter.

As of this date we still do not have any information regarding booth spaces being available for rent to clubs at the International Motorcycle shows held around the country during the winter months. Last year the POG rented a booth space at the Ohio show in Cleveland at a reduced rate from what the vendors pay. This was the first time that a "club deal" was offered at the shows. We do know that the "Club House" space will be offered again which allows clubs to hang up a banner and hand out literature.

John Penton's birthday was on August 19th making him now 79 years old. "HAPPY BIRTHDAY" John! As a special treat for his birthday, his son Jack made arrangements to have him attend KTM's annual dealer show which was held in Reno, Nevada this year. KTM surprised him with special recognition for the part he played in their success by presenting him a KTM banner that was signed by everyone that was at the show.

Speaking of KTM, they are having another great year. According to Dealer News magazine, they are projecting to sell over 19,000 bikes this year through their US dealerships which is a 17% increase over last year. They are selling more bikes in this country than BMW, Triumph, Buell and Ducati making them the sixth largest bike brand sold in the US.

One of our members, Bertrand Heribel of France sent Doug Wilford some French motorcycle magazines with pictures and articles on the early KTM bikes. Some of the photos include: a red tank 250, a white tank 400, a 1978 400, and Doug Wilford's 1968 chrome tank Six Days bike that was presented to Doug by Erik Trunkenpolz in 1969. Who would have thought 30 to 40 years ago that learning French in High School would ever come in handy. It sure would be nice to be able to read what is being said in the articles of those magazines. The pictures are real nice looking though. Thank you for sending them to share with us Bertrand .



Doug Wilford being interviewed at Mid-Ohio by Mike Mauer (L), Joe Spanulo (center) and Anthony Buehner (R)

Meeting minutes have been removed from this document.



PENTON OWNERS GROUP

1977 250 GS PENTON owner: Jack Penton

By Gary Roach and Toni Proffer

This Penton was Jack's personal 1977 bike that he raced in qualifiers. It is the only Penton motorcycle that Jack chose to keep for his own over the years. It was pushed aside for the past 25+ years and as occurs with many dirt bikes left sitting, some parts were robbed, or rotted, or just disappeared. For the most part it was complete, less the usual:

shocks, handlebars, controls, cables, misc. mounting brackets, etc. These were either M.I.A. or possibly in one of the various boxes of parts shoved under the bike.

At the end of the '77 season, the very strong 250cc motor was completely gone through by Jack. The cylinder/ head work was done by the one and only Carl Cranke. The motor was bolted back in the frame, and the bike was pushed up into the old Hi-Point rafters, then later, moved to the attic of the KTM warehouse. Which is where it remained, collecting dust until 2003!

Last spring, the excitement and anticipation of the 30th US ISDT reunion in the Berkshires was all anyone could think about. The rumors of all three Penton brothers riding in the event had everyone "buzzing." If Jack was going to ride this momentous event, it only seemed appropriate and obvious. It should be on a Penton motorcycle – his Penton – and the resurrection began, to get Jack's bike "race ready." Naturally, this would need to include a few special items –

some of Jack's own favorite and famous ol' race bike tricks and trademarks – including hunting for some new orange Preston Petty fenders and his own original orange painted axle bolts.

In October, 2003 at the US ISDT Reunion in the Berkshires of Massachusetts, some 26 seasons after this bike's last competition, Jack Penton, again raced this very motorcycle. He finished on "gold" both days and won a grass track special test! By beating out even the modern bikes. Jack and machine were truly impressive.

Our thanks to Jack for allowing us to display and share this bike and story with everyone at Mid-Ohio. The

reunion ride of Tom, Jeff and Jack at the Berkshires provided some great and very emotional memories for everyone!

It is with great pride that we got to have a small part in this very special "Penton 250" bike restoration. It was truly an honor.

- Thanks to to the following for their help in "hunting up" parts for this project (with a very short amount of time to work with): Al Buehner, Kent Knudson, Barry Higgins, & Skip Miller.
- Thanks to John Penton for the great Penton motorcycles.
- Thanks to POG for keeping the Penton legend alive.





PENTON RESEARCH AND DEVELOPMENT - December 1972.

Front row L to R - Ted Penton, Jack Horinek, Dane Leimbach, James Slater, Bill Uhl, Chris Kovach, Glad Nickolett.
Back row L to R - Paul Auilar, George Slater, Morey Aman, Jack Penton, John Cobb. - Photo provided by Mrs. John Cobb