

Still...Keeping Track

Penton Owners Group Newsletter \$5.00



METTCO Penton team riders (L to R), Chuck Bowers, Bruce McDugal, Danny LaPorte at Hangtown (California) 1973

Inside:

- The way it was - page 3
- The mail box - page 4
- METTCO Penton - page 5
- METTCO Penton – A Rider's View – page 7
- Mid-Ohio Vintage days – page 9
- Tech Tips – Bing Carburetor Troubleshooting - page 13
- Motocross America – The Grand Opening Ceremony – page 14
- Minutes of June, July, and August meetings - pages 17, 18 & 19



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 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 enthusiasts.

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



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

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. Copyright 2004 by POG All rights reserved.

No part of this publication may be reproduced or transmitted in any form or by any means without permission from the POG.

PRESIDENT'S CORNER

By Paul Danik

There is an old saying amongst racers that you are only as good as your last race. If that same philosophy also holds true for POG displays, then you POGGERS who helped with the POG display at the Motorcycle Hall of Fame Museum for the KTM dealers

(meeting) are all winners! GOLD Medal winners! Each of you who helped with that event in any way should feel very proud of what you helped to accomplish.

It was interesting to watch the variety of machines and memorabilia that flowed into the display area. The one common thread was the enthusiasm shown by all of you and

your willingness to work together to create a display that was very appropriate for such an event. I am sure that more about this event will be in the next newsletter. You can also check out some great pictures of this event on the website.

Vintage Days 2005 at Mid-Ohio has also come and gone; the new POG booth location and the larger tent

seemed to work out well. Once again many of you worked your tails off to make this annual Penton extended family reunion a great success. One of the interesting things to happen at VMD was when Larry Maiers and John Penton were looking at the Leroy Winters Replica Penton (that Kevin Grimes built) and the POG video team of Ted And Reba Guthrie started to record their comments. Next thing you know, Larry Maiers has the microphone and he brings in Bob Brooks, Doug Wilford, Don Rosene and Jack Penton and does and impromptu interview with these guys who all worked for Penton Imports

during the Penton era. Besides drawing out some great historical commentary, Larry Maiers brought down the house with his impersonation of John Penton trying to use super-glue to glue a piece of his tooth back in place many years ago.

Fortunately, both of the events I have just mentioned have been captured for future viewing. Bill Smith has taken many pictures for use on the website and in the newsletter while Ted and Reba Guthrie have been filming the events as well as doing interviews. In the Penton era it was Jerry West taking

the still pictures while Matt Weisman was capturing the video. Kind of funny how things are different yet they still remain the same!

Whats up in the future you might ask??? We intend to really tun up the fire on the Steel Tank Penton book project. Lots of the early leg work has been accomplished and now we need to move into the next phase of the project. So, just as in the days past, we have taken a moment to reflect and give thanks to those who have helped keep Penton in the win column. But now we need to focus and prepare for the next event!

THE WAY IT WAS

by Al Born

80 YEARS AGO--1925

Mr. John Penton was born on August 19th.

45 YEARS AGO--1960

The Columbus Star showed John Penton placing 2nd on his 175 NSU in a Scramble race at Ashtabula, Ohio and Al Born placed third on his 650 Triumph in the Heavyweight class.

The "Star also showed Al Born winning the Heavyweight class on his Triumph at a Scrambles race in Strongsville, Ohio on Aug. 14th and a week later again winning the Heavy-weight class on his Triumph at the "Buckeye Sweepstakes" race at the Meadowlarks track that was promoted by the original CRA.

John Penton won the Jack Pine, Sandy Lane, Corduroy and the Ball & Chain Enduros and on Sept. 28th, he was awarded the NSU "Victorious Rider Award".

40 YEARS AGO

John Penton rode his 250 BMW at the Isle of Man ISDT in Great Britain.

35 YEARS AGO

Cycle News reported a Penton sweep in the 100 cc class at a Moto-cross at Homerville, Ohio on June 7th as follows -Al Born, Billy Byers and Regg Rader respectively. Dave Wright placed 3rd in the 125 class on a Penton.

On June 14th, at the Amherst Meadowlarks track, the 100cc and the 125cc classes were swept by Penton riders as follows--100 cc class winners were Dane Leimbach, Al Born and R. Kaiser and in the 125 cc class it was Jack Penton, Ollie Martin and D. Bake. Jeff Penton won the 250 cc class on a Husky and the Open class showed George Singler on a Triumph in first, followed by Paul Busick and Mike Pohorence on Huskies.

On June 28th, the results of a Euro-pean style Moto-cross at Norwalk, Ohio showed Ollie Martin and Bob Kaiser placing 3rd and 4th on Pentons and Jeff Penton winning the 250 class on a Husky.

On July 12 another Moto-cross held at Homerville, Ohio showed another sweep by Pentons in the 100cc class as follows: Al Born, Billy Byers and Ken Dyer respectively and Jack Penton won the 125 class, also on a Penton motorcycle.

A Moto-cross at Ligioner, Ind. on July 19th showed Jeff Heaston winning the 100 cc class on a Penton and the 125 cc class was swept by Pentons with the following riders: Rick Spangler, Dave Likens and Jerry Melloncamp.

Cycle News reported that on Aug. 2nd a FIM sanctioned Inter-Am Moto-cross was held at State College, Pa. and that Jack Penton led the 1st moto from start to finish, beating Mirroshav Halm who was ranked 3rd in the world at the time. For some reason ?????, Halm did not come to the line for the second moto and Jack won again, giving him the win with brother Jeff placing 2nd and Nelson Boyer placing 3rd, both on Pentons. Mr. Halm did manage to win the 250 expert class.

On Aug. 16th, Rick Spangler from Muncie, Ind. again won the 125 class on a Penton at a Moto-cross at Ligioner, Indiana.

Also on Aug. 16, at the 3rd Moto-cross of the year at Homerville, Ohio, Billy Byers rode his Penton to 3 moto wins in the 100 cc class, followed by Regg Rader in second. Billy had finished 2nd to Al Born in the two previous races held there this summer.

John Penton rode his Husky in his last ISDT at Escorial, Spain and Jeff and Jack Penton rode their 1st ISDT there.

25 YEARS AGO--1980

Ted Leimbach succumbed on September 24th due to injuries he had received in an auto accident just days before the start of the 1980 ISDT.

Mailbox

5/03/05

I would like to hear some stories of John, Jack, Jeff, Tom, Dane Leimbach, Paul Danik, Carl Cranke, or any of my heroes growing up, of their experiences in other countries or races. How about a picture of Teddy Leimbach. He was also someone I really looked up to and would love a picture.

Jay Cobb, OH

Thanks for the suggestions, Jay. An article about Dane Leimbach was featured in our Issue no. 1 in 1998. Some short stories covering Penton Trophy Team riders were featured in issue no. 2. A MotorCyclist magazine article by Ted Penton about "Brother John" was reprinted in our issue no. 6. A Carl Cranke interview was printed in issue no. 8. An interview of Doug Wilford was printed in issue no. 10. A member profile of Paul Danik was printed in issue no. 20. We are saving the Tom, Jack, and Jeff stories for future newsletters.

As for Teddy Leimbach, I have purposely avoided any mentioning of him because of the sorrow that I witnessed at John Penton's recognition dinner on January 23, 1999. The time is now right to tell everyone his story. I am planning to have him featured in our next newsletter.

5/30/05

Enclosed is a book review for the newsletter.

THE GOLDEN AGE OF ENDUROS by Piet Boonstra

After the enduro was over we would all sit around, sometimes over food, and discuss the days ride, "remember that section after the river crossing where...." or, "How did you handle that hill?" "Did you see so and so, boy he was hurting!"

The incredible thing about Piet Boonstra is that he remembers like that, 50 years later, and he remembers every last detail.

If you rode enduro's in the east from 1956 to 1970's you gotta get this book, trust me it is like a tour down memory lane. It will ignite light bulbs in your head and stir up old memories and kick out names you thought you had long forgotten.

Piet will take you back to events like: the Yonkers Turkey runs, Sandy Lane,

Crotona Classics, Pioneer Valley Covered Wagon, the Nationals at Cayuta N.Y., North Jersey, Little Burr, Jack Pine, Rams events, Greylock Riders enduros and the great Berkshire Int'l and the Corduroy in Canada. You will travel along the trail with great riders like Sal Scirpo, John Penton, Gene Esposito, Geroge Ellis, Bud Peck, Ron Jeckel, Bob Maus, Dave Latham, Ron Webster, Sox Brookhart, Bill Baird, Jack McLane, Leroy Winters, Fob Fusan, Buck Walsworth, Dave Eames, Frank DeGray, just to name a few of the best rolling timekeepers to ever sit on a bike.

It is a personal account written as told around the campfire by a group of those old guys (Piet is 80 or about to be 80) that all the kids look up to. These were the guys who took a big 74cu Harley, stripped off all the road stuff and went crashing through the woods while staying on time, or took a 500cc Triumph out of the box and had it covered with mud an hour later. They fell down, went over the handlebars numerous times and either spent Monday in the emergency room or in the garage repairing their bike to be ready for the next weeks event.

Piet has that personal touch that makes all his books riveting so you have to just read on. Hey, if you do it in the dirt, pick up a copy and enjoy a great book.

The book will be available from Whitehorse Press, Aerostitch and Amazon in the future, but for right now you can obtain a copy directly from Piet (at 151 Seward St, Buchanan, NY 10511) and if you so specify, he will personalize it for you. Cost is \$20 plus \$3 for shipping, two or more will ship priority mail. Personal checks are OK or if you have a Pay Pal acct. you can do a fund transfer or credit card to: pboonstra@optonline.net

Boyd Reynolds, ID

6/13/05

Keep going as it is, best web site out there!

Bill Hanks, OH

Thank you for recognizing all the effort and work that goes on behind the scene by Bill Smith and his girlfriend Karen who have made it the "best web site out there". They are in a continuous process of expanding and improving the site to keep it interesting and informative.

7/11/05

I would like to see more technical articles/ pictures as opposed to personal interest stories. I would also like to see copies of original sales brochures to aid in the restoration process included with the newsletter. Just a suggestion. Overall I am quite pleased with the club. See you at Mid-Ohio.

Scott Curtis, PA

Thanks for the suggestions. We try to balance each newsletter with a selection of stories and articles to try and keep everyone happy, interested and informed with every issue. Printing copies of the original sales brochures in this newsletter would not work. The brochures are in color and we print in black and white and there would not be enough room to print them full size. A better way to share the brochures would be to place them on our web site so they can be seen in color and you will be able to zoom in on any part of them.

7/19/05

How about more west coast stuff?

Clyde Walther, CA

We're two steps ahead of you Clyde with the "Mettco Penton" and "A Rider's View" articles in this newsletter. I hope that you and our other members like them. These stories took about a year of research and teeth pulling, but we got the story. We would like to print more "West Coast stuff" but we need you West Coast guys to send us the stories so we can print them.

7/19/05

Keep up the good work. I eagerly await each newsletter.

Thanks.

Ray Dunaway, Jr, OH

8/08/05

A Michigan Fall Trail Ride

The date will not be set until after you read this. It will therefore be posted on the POG web site when determined. The best guess now is sometime between mid September and mid November. We will ride in the same are, (Hesperia), as last spring, but not the same trails.

Ted Del Solar (630) 325-1859
incaktm@yahoo.com

METTCO PENTON

By Ted Guthrie

Several years ago I received my first phone call from someone in California inquiring about information to set-up a Mettco Penton bike. I had no idea what they were talking about. Since that time I received other inquiries. During a conversation with Bruce McDougal, I learned about some of the background of these bikes. Last year, I assigned Ted Guthrie the "task" of writing this story. Corresponding with Bruce and Mr. Hayes took longer than expected because of their busy work schedules. However, the delay was well worth the effort.

Alan Buehner

Penton motorcycles are often primarily associated with Eastern woods riding. After all, John Penton and his family call the state of Ohio home, and the image of a Penton motorcycle racing down a wooded trail is one most familiar with many enthusiasts of the brand.

However, it did not take long following introduction of the first Penton motorcycles, for riders from all over the country, as well as eventually the world, to discover just how well these machines performed, and in all kinds of competition.

Take California, for example. By the early 1970's, motocross racing was really catching on throughout the state, with tracks opening up all over. Scores of riders were becoming involved, and there was a tremendous need for race-ready motocross machines.

Unfortunately, many of the bikes available at the time required considerable modification in order to perform well in motocross competition. Inadequate frames, poor suspension components, unreliable powerplants, and excessive weight, hampered many of the motorcycles of the era. Ah, but then Pentons were introduced to the motorcycling world.

Savvy riders and race shops recognized the tremendous advantages the bikes had to offer and pounced upon each and every one that was made available. One such shop, located in Compton, California, was called Mettco Racing.

Fred Hayes opened Mettco, which stands for "Motocross, Enduro, Trail, and Trials, Competition Oriented", in the early 1970's, with the intention of catering to the ever-growing Southern California racing scene. Recognizing the potential of Penton motorcycles, Mr.

Hayes set about building his business around them, but sold the Monark, Maico, and Saracens brands as well.

In addition to the retail motorcycle business, Fred also owned and operated Hayes Manufacturing, located right next to his race shop, which produced among other things, a variety of motorcycle parts and accessories. Included in those products were plastic number plates, mud flaps, and fork protectors.

However, Mr. Hayes' passion, and what really brought attention to Mettco Penton, were the shop's performance upgrades, offered both as bolt on parts, as well as complete high performance systems. Using powerful and reliable Penton motorcycles as a basis, Mr. Hayes offered various stages of what were referred to as Chuck Bower Specials.

Chuck, a local pro motocrosser and sponsored Mettco Penton rider, was making quite a name for himself at the time, wreaking havoc in Southern California 125-class racing. As a result, business was good at Mettco for such race-proven offerings as porting, head work, aluminum rims, stainless steel spokes, high-performance pipes, carbs, ignitions, straight cut gears, different shifting systems, and more.

Fred Hayes worked hard on these systems, continually testing and evaluating their performance capabilities both on the track, as well as in the shop. In addition to Chuck Bower, Mettco riders Bruce McDougal, and Danny LaPorte, all provided valuable feedback from their racing efforts, while Mr. Hayes invested hundreds of hours running innumerable combinations of carbs, pipes, porting, and compression ratios, on his own dynamometer.

Mr. Hayes relates that Mettco's "secret" to success, is what *wasn't* done to the bikes. That is, he chose not to make any radical changes, as did most of the other performance shops of the day. Instead, most of his engine modifications were based on the proven Sachs GS-series of engines.

A great admirer of John Penton, Mr. Hayes had the honor of accompanying John in 1973, on a trip to Europe. There he met with Freddie Stolberger, then the engine designer for KTM. The two men shared design philosophies, and from this, Mr. Hayes determined that by comparison, KTM's factory racing engines produced more horsepower, but Mettco's had a wider power band.

Back in the states, one of the most effective performance components developed by Mr. Hayes, were exhaust pipes. At first, Mettco Pentons used modified stock pipes with the ends removed, and a small silencer welded on. Later, pipes developed and produced by Darryl Bassani were used, which provided

Reprint from:

Keep'em Winning issue No. 12, March 1, 1972

Southern California race results February 13th – Saddleback Park 125cc Expert Class

- 1st Bruce McDougal – Penton
- 2nd Ruben Benites – Penton
- 4th Bruce Baron – Penton

Reprint from:

Keeping Track issue No. 1, December 1972

BOWER POWER AT ASCOT MEANS TROUBLE FOR THE OPPOSITION

All through '72 one man at the night Ascot MX's was the one to beat in the 125 class. Chuck Bowers, 20 years old from Anaheim, California was carrying out such a monopoly that when anyone did beat him it was news. This Mettco tuned Penton 125 very seldom let him down and he ran roughshod over the opposition. When the 1972 Jackpiner made its appearance, Chuck gave it a try in the highly competitive 250cc class at Ascot and to everybody's surprise, beat out such riders as Tim Hart and Dave Pessy.

Chuck's riding career started in 1964 with a Suzuki 80cc and he moved to a Hodaka in 1967 when he started racing. In his first race he finished 20th. Lars Larrison won that race on a Penton and had a long line of victories going for him at that time. Chuck has now switched to Penton and is the one to beat in Southern California in the small bore classes. Chuck and his sponsor, Fred Hayes, who employs Chuck at Mettco, have a winning combination. Look for more from this rising star in the future.

the Pentons with wider powerbands, and more top end speed.

However, as power and speed increased, there were some setbacks, such as failures of the stock connecting rods.

Reprint from:

Keeping Track issue No. 5, April 1973

RAY LOPEZ & PENTONS SWEEP 1ST 125CC NATIONAL MOTO-CROSS CHAMPIONSHIP!

With a purse of \$3,200 and over 83 professional riders, the very first 125cc National Moto-Cross championship race was held March 18 at Arroya Park in Devore, California.

The race brought out the very best 125cc Moto-Cross stars and the entry list was a "Who's Who" of Western Stars. When the last checkered flag had fallen after all the heats, consolations and motos, one thing was certain. Penton racers had grabbed the lions share of the national, placing five green machines in the top 10.

The most amazing thing is that none of the Penton riders are factory supported, but very serious privateers. The race of the day was between two of the world's best 125cc moto-crossers, Ray Lopez on his 125 Penton and Mettco mentor, Chuck Bower on his green machine. Both won a moto in the two moto final and Ray took all the marbles by a thin one point tally over Chuck for 1st place.

These Penton 125cc Moto-Cross racers are probably some of the best in the world and their skill on the small displacement bikes astonish even the hardened moto-cross observers. Penton winners who took home the lions share of the purse:

- 1st Ray Lopez
- 2nd Chuck Bowers
- 5th Bruce McDougal
- 6th Bill Payne
- 9th Ed Cole

RAY LOPEZ CALIFORNIA'S WHIZ KID

16 year old Penton rider, Ray Lopez could make the old pros shake their heads in disbelief. Ray started riding at the age of seven and turned Expert at the age of 13, only after 10 months of competition.

Hailing from Hawthorn, California, he has ridden every bike imaginable from the minor leagues of Japan to European's finest and claims Penton is the best handling racing bike he's ever ridden. In 1972 he won at the Ascot

racers nine weeks in a row and most recently won the first 125cc Moto-Cross National on his 125 Penton beating out the very best California has to offer and thats a lot. (story within)

Ray plans on riding the summer series and we plan to keep you informed of his accomplishments.

Mr. Hayes overcame this problem by installing rods from 175cc engines. And, as a result of all these efforts, Mettco Pentons became faster, and their riders more and more successful.

Starting grids began to fill up with Pentons, some stock in appearance, some with the signature Mettco colors of white frames, black engines and hubs, and red tanks. Such was their success, that there was a time when two-thirds of many 125-class southern California motocross fields were made up of Pentons.

Fred Hayes' influence, and contributions to the racing successes of Mettco, were not limited to machine preparation, either. He was also one of the early advocates of a training regimen for his riders. In fact, there were no details he would overlook in his efforts to support his team and to help his riders win. The result was that his "wrecking crew" of Bower, McDougal, and LaPorte were among the most successful riders in the highly competitive arena that was Southern California motocross racing in the early 1970's.

In addition to Mettco's very successful motocross program, and as the company name implied, Mr. Hayes supported other forms of racing as well. Being an enduro rider and ISDT enthusiast himself, Fred

sponsored a number of enduro riders, including Mike Adams, Carl Price, and Rick Munyon.

And so it was that Fred Hayes and his small but extremely ambitious race shop set the standard for others to follow. The combination of Penton motorcycles' capabilities and durability, along with Mr. Hayes' insight, as well as his engineering and developmental efforts, his organizational and motivational abilities, and finally his foresight in hiring some very fast riders, resulted in racing and sales successes for the Penton brand, far from the wooded trails of Ohio.

These days, Fred and Kay Hayes are as busy as ever, and continue to play a strong part in the motorcycle industry. However, unlike their Mettco racing efforts during the 1970's, the Hayes have, in recent years been working to engineer, develop, and produce, a diesel-powered motorcycle, for use by the military.

While their present company, HDTUSA, has been supplying motorcycles to the U.S. military since 1982, this more recent project resulted in the world's first purpose-built diesel motorcycle engine, for which Mr. Hayes finally secured a government contract, in the summer of 2005.

And so, as back in the early 70's when he was creating race-winning Pentons, Fred Hayes continues to improve and expand the capabilities of motorcycles with his special skills in engineering and development. For more information on Mr. Hayes' current company, featuring the diesel motorcycle engine he has created, as well as Mettco Racing, check out www.dieselmotorcycles.com.



Bruce McDougal at Hangtown in 1973

METTCO PENTON A Rider's View

By Bruce McDougal

I first became aware of Fred & Kay Hayes' Mettco Pentons in 1972. I was 17 years old at the time, had just graduated high school, and was at a night motocross at El Toro Speedway, in El Toro, California.

Actually, to refer to El Toro's course as a motocross track is stretching it a bit, as it consisted of a short track/TT oval, but with plywood ramps up the sides of the concrete outer walls, leading to some trails surrounding the place – and all with pretty poor lighting.

I was competing in the 125 class on a Yamaha AT1 and, with support from Yamaha International, also had National Champion Gary Jones' 250 Yamaha from the previous season, for the 250 class. I was also doing some 500-class racing on a 250 Greeves Griffin, which was owned by Don Draco, of Draco Kawasaki, in Santa Ana, California. However, my friend Chuck Bower showed up with this 125 Penton, sponsored by Mettco Racing.

There were a lot of fast and talented riders competing at El Toro back then. Local pro's such as Morris Malone, Bruce Baron, Davy Carlson, Gary Wells, Werner Schultz, and Dave Boysten, to name a few, made all the classes extremely competitive.

But on this night the clutch on my 250 Yamaha broke during practice. I had resigned myself to riding just the 125 class on my AT1, but then Chuck offered to let me ride his 125 Mettco Penton in the 250 class.

Before Chuck brought that Mettco Penton to El Toro, the only other times I had ever even seen a Penton were at Saddleback Park and Carlsbad, being ridden by guys like Gary Bailey, Lars Larson, Bill Silverthorn, and Ruben Benitez. Needless to say, I jumped at the chance to ride Chuck's Penton.

Considering that I would be riding it in the 250 class, I was hoping just to keep the fast guys in sight. Well, much to my surprise, I ended up winning that

race! After riding my 125 Yamaha AT1, the Penton was like riding a works bike.

Right after the event, I asked Chuck where Mettco Racing was located, and how much a Penton cost. I was ready to go right down there and sign on the dotted line. However, the next day, and before I even got the chance to go to the Mettco shop, Chuck called me and said that Fred Hayes was looking for another 125-class rider. I immediately went over to see Mr. Hayes before he could change his mind!

Once at Mettco, I met Fred and Kay Hayes, along with Fred's parents. They were all very nice and made me feel right at home. And, before the day was over, I had become an employee of Mettco Racing, and a sponsored Mettco rider.

The very first race in which I competed on my own Mettco Penton was at Lions Dragway, near Ascot Park, in Long Beach, California. We would race there on Wednesday nights, then at Orange County Raceway on Thursday nights, Friday nights at Corona Raceway, Corona again on Saturday, or at Saddleback Park, then Carlsbad on Sunday.

This all was during the early days of motocross. The night races were poorly lit and often dusty. Most of the tracks didn't have starting gates early on, either. Instead, we would start with the one-hand-on-the-helmet method, or with a rubber band. The rubber bands were just that. A giant rubber band was stretched across in front of the entire starting field, then it was let loose, snapping away from in front of the riders, and away we would go!

My Mettco Penton was extremely fast from day one, and with Fred's ongoing R & D, just kept getting faster and faster. The bikes also handled great and were definitely ahead of their time in 1972. Among the modifications we used were porting, head work, shifting systems, re-laced wheels with DID rims & stainless steel spokes, and Bassani pipes. Plus, we pop-riveted the stock fuel tank's seams, and ran a variety of different rear

Reprint from:

Keeping Track
issue No. 3, February 1973

DANNY LaPORTE ON A NEW PENTON

We just received a registration card from Elsinore 125cc winner Danny LaPorte for a new 125cc Penton. Apparently he is putting it to good use as he took the 125 Expert Class at Corona, CA on December 30 and followed Chuck Bower home at the Jan. 21 Saddleback Park MX in the 125 Expert Class.

BRUCE MacDOUGAL WAILING ON PENTON

Bruce, who rides with Chuck Bower, who is enough competition, is really coming on strong. He took a good win at Corona, CA in the 125 Expert Class over Honda factory rider Bruce Baron on January 5th. Bruce's other sidekick, Jeff Vidic doesn't let any grass grow between them and pulled out a win at Corona on December 29th, over who else, but Bruce MacD.

shocks, such as Curnutt, Koni, and Works Performance, and early on, experimented with Yamaha front hubs and brakes.

Fred and Kay Hayes, and Fred's mother and father, were the hardest working, nicest, and most dedicated people I have ever worked for. They couldn't do enough to help us in our efforts to win races. If there was anything we needed to further our chances to win, all we had to do was ask. They were there for us in every

Reprint from:

Keeping Track
issue No. 10, September 1973

CHARLIE BOWER CMC RECORD HOLDER

Penton rider, Charlie Bower, holds the record at the Continental Motorsport Club (CMC) for winning more expert races than any other rider. In approximately four years he has won 36 expert races and won twenty of those just this past year on his Penton. Charlie also holds the record for having won more consecutive races than anyone else: he won seven in a row.

way possible.

Chuck and I, and later Danny LaPorte, competed all over Southern California, often choosing where to go by virtue of what track had the largest purse. We just kept winning on our Mettco Pentons, especially at the night races, which we tended to frequent. This was all before there was a 125 National Championship class, but while I was with Mettco, we did travel to St. Louis, Missouri to compete in a 125 GP, and rode a pre-championship 125 national, in Southern California.

Chuck and I both rode 125's most of the time, but also raced Penton 250's after they came out in 1973. However, before the 250's were introduced, Chuck would compete on a 175 in the 250 class at night races. My brother, Bob, also did some racing for Mettco, riding a 100 Penton. Fred said that Bob's 100cc Mettco Penton was by comparison the fastest bike in its class.

Soon, lots of Pentons began to show up at the races, especially Mettco Pentons. You could look down the starting line at 125-class races and see nothing but green Penton tanks, often making up some two-thirds of the fields. At most big 125 races and night races, it was rare not to see a Mettco jersey in the top five.

I continued to ride Mettco Pentons for Fred and Kay Hayes until the 1974 season, when I was offered a factory Honda ride, with which to compete in the Nationals – the first year for a 125 class. However, in my opinion, the last 125 Mettco Penton I competed on was faster than my works Honda.

Of course, that was all a long time ago. I've done a lot of racing since then, including several seasons of campaigning the nationals, and for different factory teams. Today however, more than thirty years later, I am back to competing on a 125 Mettco Penton.

My current bike is not an all-original Mettco bike, but it is fast, reliable, and extremely competitive in vintage 125-class racing. I also ride a modern bike – a big bore KTM four-stroke, but I really love my 125 Penton.

I have ridden and raced quite a few

different brands of motorcycles over the last 40 years, but the Mettco Penton will always be my favorite. Racing it is still terrific fun, but I even enjoy just sitting and looking at it, remembering all the great times I have

had (and continue to have!) racing Mettco Pentons.

I can sure understand why someone would want to restore a Mettco Penton and/or have one in their collection, but I myself couldn't restore one and just let it sit there – I would have to ride it!



Bruce McDugal, left and Chuck Bower, right at Rawride Cycle Park 2/27/72

MID-OHIO

VINTAGE DAYS, 2005

PART I

by Ted Guthrie

I stood just outside the expansive Penton Owners Group display, watching with fascination as Al Born's four-decade-old Honda 90 idled contentedly, while Al sat astride it, chatting with fellow POG members and passersby.

Specifically, much of my attention was directed to the "Snuff-R-Not" exhaust insert, with which Al had equipped the bike. For those of you unfamiliar with the animal, "Snuff-R-Nots" were simply a pivoting washer, with a small hole in the middle. Installed in the end of a straight exhaust pipe, the Snuff-R-Not provided a wide-open exhaust note, or a considerably muted one, with just a twist of a knob on the end of the pipe.

At this moment, Al had the "Snuff-R-Not" open, allowing his bike's little four-stroke engine to produce a healthy and satisfying blatt-blatt-blatt sound, as it sat there at idle. However, I wanted desperately to twist the knob in order to hear what the bike sounded like in the "Snuff-R-Not's" "stealth mode" setting, but was too shy to interrupt Al, or to just brazenly reach out and manipulate the device.

But then, none other than ISDT Gold Medalist Dwight Rudder, arrived on the scene, and with a look of absolute delight on his face, began to twist the "Snuff-R-Not's" knob open and closed. The Honda's exhaust note responded with a change to near silence, then back to a healthy bark. Dwight's grin widened even more as he worked the "Snuff-R-Not" back and forth. Blat-blatt, putt-putt, blat-blatt, putt-putt - all while Al paid not the slightest attention. Great fun!

Ok, so what's this have to do with Penton motorcycles? Well, not a whole lot, but it does hint at what one can expect to find at Vintage Motorcycle Days, America's largest vintage motorcycle gathering! In addition to the fact that thousands upon thousands of vintage motorcycles are simply present at this annual gathering, located at the Buckeye State's Mid-Ohio Sports Car Course facility, the vast majority of

them, as in the case of Al's vintage racer, are running!

Oh yes, that in fact is the magic of VMD - *it aint no static display*. Everywhere you go, everywhere you look, vintage motorcycles are in motion - they're being ridden, and raced, and enjoyed, all resulting in an incredible cacophony of sight, sound, and smell. And, prominent among the motorcycle brands on display, featuring several vendors, each with many parts available, and with numerous entries in various competition events over the weekend are Penton motorcycles, well supported by members of the Penton Owners Group.

We'll go into the weekend's POG activities in a moment, but first a bit more background on the Vintage Motorcycle Days event itself. Ever growing, in both size and scope, this annual event has become a Mecca for vintage motorcycle enthusiasts from all over the world, and has something for everyone.

For example, since Mid-Ohio is primarily a road racing facility, there is of course, constant activity on the paved circuit. However, other on-site competition events include vintage trials, and motocross. The motocross event in particular has benefited this year from improvements to the course layout, reflecting Mid-Ohio's intention to make the track a permanent fixture, while the trials course has retained its prime, wooded location, just adjacent to Mid-Ohio's campground.

Off-site racing takes place as well, with a half mile track event held Friday night at nearby Ashland County Fairgrounds. This year, POG members Paul Danik, Scott Brogan, Al Martin, and Ollie Martin rode their street bikes from Mid-Ohio to the fairgrounds, and enjoyed a superb evening of sideways action. However, on the way back, they were caught up in one of Ohio's infamous and all too frequent thunderstorms.

Ollie, reporting on his view from the saddle, said he could not even see Paul Danik, who was riding directly ahead of him. Fortunately, all four POG members emerged from the experience unscathed, albeit soaked clean down to their toes.

In Friday's vintage trials competition, no less than four Penton Wassel machines were *observed* (get it?) participating, including one immaculate example which, as later reported by its owner, Jim Foster, was fresh from the crate, and being ridden for the very first time "ever!"

Saturday motocross action saw Pentons well represented, with regular vintage competitors such as Teddy Landers, Greg Troyan, Gary & Toni Roach, Mick Milakovic, Gary Ellis, and others competing. All rode well, although Gary Ellis did suffer a nasty first turn highside in one moto. Fortunately, Gary got up, bruised and shaken, but unhurt.

The big news during the motocross, had to be the exceptional performance put in by young GNCC standout, Adam Giddings. Adam, who is only 16 years old, is the grandson of Harold Giddings, former Penton dealer, and son of James Giddings, who builds the engines for Kent Knudson's race bikes.

And what is even more impressive, is that these events were Adam's first ever vintage races, as well as his first time ever on a Penton! Despite his unfamiliarity with vintage motorcycles, Adam ran away with both motos in the prestigious Sportsman 125 Expert class, the very first time a Penton motorcycle had taken a first place in the class. In addition, Adam won both motos of the Classic 125 class.

Post race, Adam was extremely pleased with his success, but admitted to the shortcomings of vintage bikes compared to his modern racer - that is until he was reminded by his friends and crew that his winning Penton is virtually twice his age! Their only regret is that Harold, now deceased, couldn't be there to see his grandson, a third-generation Penton rider, carrying on the winning ways of Penton motorcycles.

So what else does Vintage Days have to offer besides competition events? Well, how about the Will Stoner Swap Meet? How about it, indeed? Is there a bigger and more comprehensive swap meet in the U.S.? Unlikely.

It is reported that there were some 900 swap meet vendor spaces at VMD, and this year it appeared the vast majority of them were occupied. And,

the range of motorcycles, and parts, and accessories, and books, and gear, and clothing, and tools, and just plain ol' *junk*, have to be seen to be believed.

The extent of motorcycles and related products, which are put out for sale at VMD simply stagger the mind. There is absolutely something for anyone and everyone. The only problem is that the swap meet has become so large, it is virtually impossible to see everything. It would take days, possibly *weeks*, to go through all the material that is present.

Need a part for a Honda? Heck, you can *wade* through them. How about for a Bultaco? Plenty. How about for something a bit more rare, like a Sears Allstate? No problem. However, what if you're into putting back together a motorcycle so rare and obscure that only you, the manufacturer, and about ten other people have ever even heard of it? Well, at Mid-Ohio you would probably find at least half of that group present, and most of them would be selling parts!

Of course, very well represented among the hundreds of vendors at VMD's swap meet, were the Penton spaces. Located at a beautiful new, tree shaded location, right on the corner of Penton Lane, in the heart of "Pentonville", was the POG display tent, surrounded by Penton parts vendors.

Ah yes, the new location. No longer are the POG tent and Penton vendors, such as Al Buehner, Kent Knudson, Kip Kern, and Bob Wardlow, situated at the former sunbaked spot near the top of the hill, known only by row coordinates. As of '05, our group is blessed with prime territory – extra deep and wide spaces, wonderful shade trees, right on a corner, directly adjacent to the demo ride area, just inside the main, lower, swap meet entrance – who could ask for more?

But there *was* more! For example, right next to Pentonville, inside the demo ride area, was the location for Christian Pheiffer's motorcycle stunt show. Sponsored by Ducati and Red Bull, Christian's riding displays had to be seen to be believed. In each of his performances, this young man set new standards for amazing feats, each of which violated the laws of physics. Performing on both a trials bike, as well as a Ducati Monster, Christian had the

assembled crowds both gasping and cheering.

Benefiting from Christian's show, as well as its excellent location, traffic right through the middle of Pentonville was tremendous. Few were the VMD attendees who didn't cruise right down Penton Lane, directly through our displays. The Penton Owners Group has scored what must be the best spaces on the property.



The POG display at it's new location in "Pentonville"

The POG tent and Penton vendors certainly were busy places throughout the weekend. Besides the great number of Penton Owners Group members and Penton enthusiasts who knew of the display and made a point of visiting, there were many more folks who just happened to see the bikes and parts and pictures and displays, and stopped in to check it all out.

Taking advantage of all the traffic were several POG'ers, who met and greeted everyone who stopped by. Many thanks to Ted and Connie del Solar, Scott Brogan, Bill Smith, and of course POG president Paul Danik, who spent many hours talking with members and potential members alike.

In addition to everything mentioned so far, Vintage Days exhibits also included the year's featured marque – Ducati. Set up in a huge tent, located in the road course's infield, the Ducati display was truly awesome.

For anyone with even a mild interest in the classic machines from Italy, it was well worth seeing. Numerous examples of pristine Ducati models were on hand, ranging from the earliest Cucciolo (Little Pup) clip-on engined models, through the sporting singles of the 60's, and on to the brand's trademark 90 degree v-twins.

Also on hand were several Ducati's, which have become famous throughout the industry, including Paul Smart's 750

v-twin roadracer, the very bike which has been credited with cementing Ducati's place in the world market, by virtue of its victory in the 1972 Imola 200. Also at Mid-Ohio was a Ducati called the California Hot Rod, so named and made famous by former Cycle magazine editor Cook Neilson, on which he, along with tuner Phil Schilling, campaigned the 1977 AMA Superbike series, scoring among other successes, a first place finish that year at Daytona.

Back in the POG area, there were of course numerous Pentons on display. And, although all the bikes present reflected the impressive skill and effort put forth by their owners, if there was one in particular that stood out, it was a 1968 100 Six-Day, owned by Kevin Grimes.

What makes Kevin's bike special, is not only its immaculate restoration, but



Jack Penton standing in back of Kevin Grimes' replica of Leroy Winters 1968 Berkshire 100

also the fact that it is a near perfect replica of the machine on which the late, great Leroy Winters competed.

Among Leroy's accomplishments aboard the machine, which Kevin Grimes has so meticulously duplicated, was his participation in the 1968 and 1969 International Six Day Trial events, as part of the all-Penton American Vase Team.

Leroy, even before he became a Penton dealer in his home state of

Arkansas, was a close friend of John Penton, and became a recipient of one of the first ten 125cc Penton motorcycles ever brought into the United States.

Mr. Penton himself attested to the authenticity of Kevin's work, right down to Leroy's ISDT numbers on the bike, numerous personal touches and modifications which Leroy had originally created, and last but not least, a package of Leroy's trademark cigars strapped to the back of the bike. Truly

a fine tribute to the man who Kevin reports led to his interest in Penton motorcycles, beginning the day he "appropriated" a '68 Penton brochure from the counter in Leroy's shop.

And finally, through all this, Mr. John Penton himself was present, serving as the key focus for all that was taking place. His time was continually taken up by conversations with enthusiasts and fans of the Penton brand, discussions about the bikes on display, autograph signing, question answering, all manner of communication and interaction with everyone and anyone. He was also interviewed at length for a video, featuring VMD 2005, which happily and quite by chance, led to an on-camera reunion of sorts between Mr. Penton, and the majority of the original employees of Penton Imports, all of whom were fortunately present at VMD.

All in all, 2005 was an outstanding year for the Vintage Motorcycle Days event. The crowds were huge, the activities exceptional, the bikes – fantastic. The weekend was hampered a bit by very warm temperatures, and there was a bit of rain, particularly on Saturday. However, that's Ohio.

For the Penton Owners Group in particular, it was a great event. The group continues to grow, benefiting from many, wonderfully supportive members, and more and more Penton motorcycles continue to turn up as enthusiastic owners become involved and bring out their bikes. We've also been very fortunate to secure the great new location within the facility. The entire POG program at VMD is a sight to see.

Special thanks also go out to Mr. Dale Buehner, Al's brother, who works exceptionally hard virtually all weekend to keep everyone fed, with his great lunches and dinners. Thanks also to all the terrific volunteers who jump in to assist Dale.

If you were at Vintage Days '05, you know firsthand how great it all was. If you were not, make your plans now for '06 - you will not be disappointed. The Penton Owners Group will be there in force, of that you can be sure. Now, if we could only do something about the rain...



Mr. Penton "at work" in the POG tent

MID-OHIO VINTAGE DAYS, 2005

PART 2

by Al Born

Due to the inconvenience of being un-retired, I did not get to Mid-Ohio until early Saturday morning and I knew by that time Paul Danik, Kip Kern and Ron Carbaugh had bought all of the Penton parts in the swap meet area so there was no need for me to get out in those muddy aisle-ways and get my "Old Trusty Honda 90" all dirty. In fact, I did not even ride it over to the Moto-cross track for the same reason so I had plenty of time to hang around the POG tent. I apologize to all you Moto-cross riders for not getting over there to cheer for you as in the past. On Saturday afternoon, Ollie Martin and I rode over to the infield to see the Ducati display that had many very nice motorcycles but I did not see too much that told about them. I certainly was impressed with how many they had and with some of the different color schemes they had. While we were over there, we looked at all the motorcycles entered in the show and walked through the auction tent and watched a couple of the road races as well.

For those who were not able to attend, we had a mix of hot, sunny, humid weather with an occasional shower at times, especially right at dinner and meeting time on Saturday evening. Sunday was a lot better with only a couple sprinkles in the morning, but nothing to speak of.

I really liked our new location and it was very convenient for us to stand in the back of my son John's pick-up truck to watch the Ducati stunt rider do his thing just on the other side of the fence. We actually had a better view than those right up by the snow fence. His performances were rather spectacular and I think the truck had viewers in it each time he performed. We even asked non POG people to join us when there was space.

Most of all, I enjoyed the time to visit with a lot of "out of the area" POG members as well as seeing a few old time friends that I had not seen for a while. It's always a pleasure to visit with Ron Carbaugh, Richard Sanders

and Capt. Don, the Texas crew, Dave Mungenast and his crew from St. Louis as well as the Landers and the Rudders among many others. I sure missed not seeing my friend Bob Gillman. It was especially nice to have an old Enduro rider friend Norm Smith to stop by and have time to actually stay and visit this year. Norm used to ride Triumphs and NSUs back in the 50s and 60s. Talk about a man who has seen the world on a motorcycle and I'm sure Norm's name would come to mind. See the June issue of "Back-roads" magazine that tells at length of his 10,000 mile journey across China, Russia and other parts of Europe this past spring.

An item of interest to me was the live interviews throughout the week-end that were put on video by Rebba and Ted Guthrie, some of which were very entertaining, so do not be surprised if someday you find your name in the upcoming book on "Steel Tanker" Pentons. The meals that Mr. and Mrs. Dale Buehner, their son Anthony and all the volunteers prepared were exceptional as usual and Forest Stahl and Kip Kern cooked up another fine breakfast on Sunday morning. I want to "Thank" who helped with the food.

The Saturday evening POG meeting was entertaining as well as interesting with 30 door prizes given, many of which were donated by Larry Maiers.

There were approximately 65 members in attendance at the meeting and there was well over 75 at the Penton tent at some time during the week-end and Ted and Connie Del Solar even signed up some new members. Scott Brogan has told me that sales of the Jack-Piner T-shirts and caps went very well.

The happenings at the POG tent were a little more relaxed on Sunday as the crowd slowly dwindled as the hours passed. Right after lunch on Sunday, Al and Ollie Martin and I took a ride over to the infield to watch Tommy "The Trials Rider" do his bag of tricks and it appears that he gets better each year.

We all got serious around 1:45 p.m. and we packed up the pictures, took down the netting and easy-ups and loaded the trailer and then we helped Alan Buehner load his Penton parts, tables, easy-ups, etc. If you have not been around to help or watch Alan, you would be totally amazed at how he can get two 46 foot semi loads of "STUFF" into one regular sized GMC van. All in all, it was a very enjoyable week-end {even if I did not sleep well in the truck} and I'll be looking forward to Vintage Days 2006 and if I get retired again, I just might be able to get down there early enough to find some Penton parts before my "Good Buddies" buy them all.



Some of the people and Penton bikes at the Pog display

Tech Tips

BING CARBURETOR TROUBLESHOOTING

by Alan Buehner

The following article was written from information provided in "Let's Do It Right by John Cobb" of the March 1973 Keeping Track.

The Bing carburetors have a lot of parts inside them and they can be intimidating if you are having problems with it. The secret to getting the carburetor to perform properly is to isolate where the problem is occurring in relationship to the throttle, what the jetting is, and if the parts are installed correctly.

The information in this article is relevant to all Bing carburetors used on the Penton motorcycles. The following are examples of the different size Bings that were used:

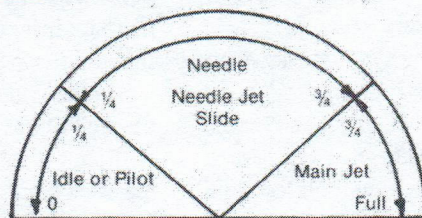
- 100cc & 125cc – 27mm Bing
- 175cc – 30mm Bing
- 250cc – 36mm Bing
- 400cc – 38mm Bing

Before we start talking about "How to Jet Carburetors", lets see if this is where the fault lies.

1. Make sure the bike has good compression. If not, it will load up quite easily. If compression is low, check the rings for wear and clearance.
2. Make sure the timing is set right. 100cc & 125cc should be 2.6 to 3.2 before top dead center. 175cc should be 3mm before top dead center. 250cc & 400cc should be 2.55mm before top dead center *
NOTE: check the spec. sheets of the repair manual for KTM motors for the before top dead center ignition timing for 1976+ GS & MC motors.
3. Your ignition coil may be faulty and when the bike is warm, it could cause loading up, making you think it's carburetion, when in fact its a bad coil. If its a Motoplat, have the coil and stator checked out. If it's a points system, check out your condenser.

Think of your carburetion as a chart; this will make it easier. Now if your bike is loading up from 0 to 1/4 throttle, your problem probably lies in the idle, pilot jet.

If the bike loads up in the mid-range or 1/4 to 3/4 throttle, your problem probably lies in the following: needle, needle jet, slide.



If it loads up from 3/4 to full throttle, the problem probably lies in the main jet.

Now we have figured out where it's too rich.

But if it's too lean, you may get the same effect. Be careful about jetting.

CAUTION: With a lean condition, the engine is running out of fuel. Usually it will just quit. But if you go down the road and it's lean in the main jet range, problems will occur, such as piston and ring seizure, or rod failure, to name a couple. Check the color of your spark plug electrode porcelain. If it is white or light tan the carb is lean. If it is black the carb is rich. If it is light brown or dark brown your carb is "right on the money."

Here are a few settings and what we have available for 100cc and 125cc, 24-26-27mm Bing Carburetors. These jets are listed from leanest to richest.

Idle jets: #30, #35, #40, #45

Needle jets: #2.70, #2.73, #2.76

Needles: #5, #4

Main jets: 85 to 155 in graduations of 5.

We have found the best jetting on the 100 & 125 bikes is:

#4 Needle

#2.70 Needle Jet

#45 Idle Jet

#140 Main Jet

On some earlier bikes or a bike you have problems with, this is the jetting we use.

#5 Needles

#2.73 Needle Jetting

#35 Idle Jetting

#140 Main Jetting

If you are using this jetting or use it as a base, you shouldn't have any problem. Also when doing any jetting or carburetor work, you should remove the carburetor and completely clean it inside and out. Then set the float level. The

float level for the Bing carburetors are as follows:

Turn the carburetor upside down. Hold the floats up and let them down slowly. As the brass tab on the float touches the ball bearing on the end of the float needle, the floats should be parallel.

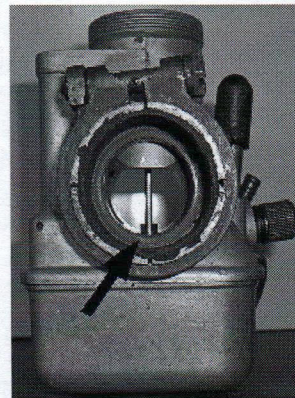
Here are a few settings and what we have available for the 175cc and 250cc engines:

30mm Bing		36mm Bing	
3 rd notch	needle position	2 nd notch	
2.73	needle jet	#2.83	
#30	idle jet	#30	
150	main jet	#165	

When reassembling the carb, make sure that the vaporizer is positioned correctly. It has a half-moon cut out and the open part must be facing towards the piston. If it is aimed towards the air box, the bike will start and idle but as soon as you put the bike in gear and put the engine under load, it will die.

CAUTION: Unless you have owned the bike since new, be suspicious of main jets and needle jets. Back yard mechanics have been known to drill out the jets to make them larger. They have also been known to reassemble things wrong (without the aid of a repair manual) by mis-adjusting the floats.

On the 27mm Bings with the side chokes, make sure that the parts to the choke are installed. Check the bottom of the starter slide to see if the wax like sealer is still there. If this wax like material is missing, the choke will always be activated resulting in the engine to continuously run rich.



27mm Bing showing location of vaporizer.



Side view of vaporizer showing half moon cut out

MOTOCROSS AMERICA

The grand opening ceremony

By Ted Guthrie

It has been said that you should never meet your heroes, as you undoubtedly will be disappointed. There may be some truth to that, but personally I believe it all depends on whom you happen to choose for your heroes.

My feelings on this subject were vindicated this last July, during the grand opening ceremonies of the brand new Motocross America exhibit, at the AMA's Motorcycle Hall of Fame museum, located just outside of Columbus, Ohio.

Coinciding with Vintage Motorcycle Days, the event took place on Thursday night of VMD weekend, and not only featured terrific displays within the museum, but included as guests, many of the greatest stars of motocross racing's history.

First a huge thanks must go out to Ed Youngblood, for this wonderful exhibit. Through Ed's efforts, a tremendous collection of motocross-related artifacts and vintage motocross machines have been assembled, with many of the bikes displayed in dramatic settings, such as atop artificial whoop-de-doo's, or flying through the air, suspended high overhead.

Just to hammer home my point about no disappointment when meeting these fellows in person, one of the first faces I saw upon entering the museum, was that of Larry Maiers. Larry's resume' includes numerous distinguished posts in the motorcycle industry over the years, including his stint as General Manager of Penton Imports, several years as ISDT Team Manager, and an extended run as host of the MotoWorld television show.

Although I had never before met Larry, I introduced myself, explained that I am working on behalf of the Penton Owners Group to videotape events such

as the Motocross America opening, and asked that he submit to an interview. Well, not only did Larry provide that interview, but he also very graciously conducted several interviews on behalf of POG, and introduced me to a number of the motocross pros in attendance. Larry, we can't thank you enough for your consideration and assistance. You are a gentleman and a real professional.

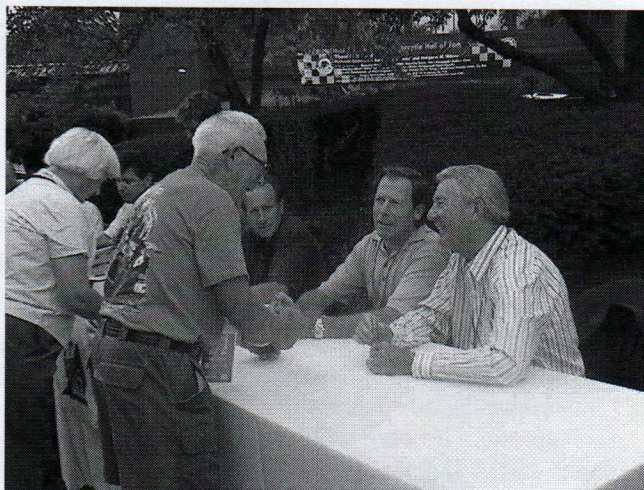
Together with Larry, we toured the museum and met with and interviewed such motocross stars as Roger DeCoster, Torsten Hallman, Jeff Smith, Brad Lackey, Jim Pomeroy, Dick Burleson, Chuck Sun, Tony DiStefano, Gary Semics, Jeff Emig, and Doug Henry. And, each and every one of these individuals, not knowing me from Adam, immediately and extremely graciously submitted to on-camera interviews. In fact, not only did they simply submit to the interviews, but to a man, they each came across as very approachable and personable.

Larry and I also followed a camera crew around who, with the help of Ed Youngblood and Davey Coombs, interviewed and reviewed the exhibits with Jeff Emig. Once Jeff had concluded his work with the crew, Larry once again took charge on our behalf and spoke with Jeff about the fact that his father was a Penton dealer. Jeff also described how his first ever motorcycling experiences were riding with his father, perched on the fuel tank of a Penton. Also, Jeff explained that his first mini, a certain yellow machine, was modified with Penton decals on the tank.

It also may come as some surprise that Dick Burleson's name is among these motocross stars, as Dick is best known for his incredible string of National Enduro Championships. However, what is not commonly known is that Dick holds the

distinction of having been America's first-ever National Motocross Champion. Before the current multiple-class motocross championships came into existence, Dick competed in the first championship series, and over the course of the season, garnered enough points to secure the number one plate.

In the end, I came away from this event extremely pleased at having had the opportunity to not only meet with, but also to talk one on one with these individuals. I am very happy to report that each of these gentleman have well earned their positions as motocross stars, not only due to their obvious capabilities on the track, but also for conducting themselves as true professionals, and excellent ambassadors for the sport.



John Penton, Torsten Hallman & Roger DeCoster



Larry Maiers (L) and Dick Burleson (R)

Latest News

Rider Down

It was announced at the August POG meeting by Jack Penton that one of our POG members, Rod Bush, President of KTM America, is undergoing treatment for lung cancer. His prognosis is promising and we ask that you include him in your prayers during his recovery.

It's Been 80 Years

On August 19th, John Penton celebrated his 80th birthday. A large home-made birthday card was at the KTM dealer meet at the AMA Museum on Sunday August 21 for all POG members and KTM dealers to sign. Two birthday cakes were also on hand and were presented at the following Monday's dealer meeting.

Anyone wishing to send a belated birthday card to John can mail it to the POG Post Office box and we will see to it that John receives them.

POG display at the AMA

Speaking about the KTM dealer meeting, Sunday August 21 was the kick-off day during which KTM reserved the AMA Museum in the afternoon to allow the KTM dealers and KTM employees to see the new "Moto-Cross America" exhibit. An extra special Penton/KTM exhibit was set up outside the museum by the Penton Owners Group.

Paul Danik co-ordinated the Penton/KTM display with Jack Penton and it was outstanding, second only to our Feature Marque display at Mid-Ohio in 2000. More information about this display will be in our next newsletter.

New Museum Display

The "Moto-Cross America" display at the AMA Museum is a knock-out. Ed Youngblood was involved with putting it together and it is beyond first rate! Bikes, photos, clothing, components, etc. are arranged in chronological order to

depict the development of the sport and it's progression to where it is today. It is a "must see" for anyone who has an interest in off-road riding. The exhibit is scheduled to run until the end of 2006.

The AMA Museum has put together a hard cover, full color book on the "Moto-cross America" display. It has photos of every bike on display with the stories behind them. The book is selling for \$45 and is worth buying for your collection. It can be purchased at the Museum when you visit, or give them a call and order it at (614) 856-2222 or visit www.motorcyclmuseum.org.

It's A BOY!

Mrs. Tony Roach wishes to inform us about the birth of a son, to vintage motocrosser Kevin Brown and his wife.

They have named their son, Kenton, in honor of the Penton motorcycles on which Kevin competes.

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

Coming Soon! 2005 "Year of the Jackpiner" T-Shirts & hats by Scott Brogan. Check the POG website for more info.

1989 KTM 250 MX - built from new old stock components - no hours - \$1,400. Paul (OH) 440-988-7160
cbusic@bright.net

Reproduction Penton & KTM decals

for tanks and side panels. Also - 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

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

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

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

THE FIRST 250?

Bruce Herbison provided the photos on this page with the following comment:

"This was the first 250cc Penton I saw. The picture was taken at Copetown – The Canadian 500cc Grand Prix – in either 1973 or 74. Jack Penton rode it in the 250 support class. KTM sent it over for John to see. I think it was one of the Russian rider's (Guennady Moisseev) bikes."

TOP PHOTO

Right side view of "Penton"/ KTM 250.

Note: The unusual brake pedal and rear brake arm; Magura ISDT style front brake lever; the cylinder head and lower engine case is not painted black.

The ignition case cover has been carefully cut away and a "custom" case protector installed over the counter shaft sprocket.

A Penton/ Wassel trials bike is parked in the background.

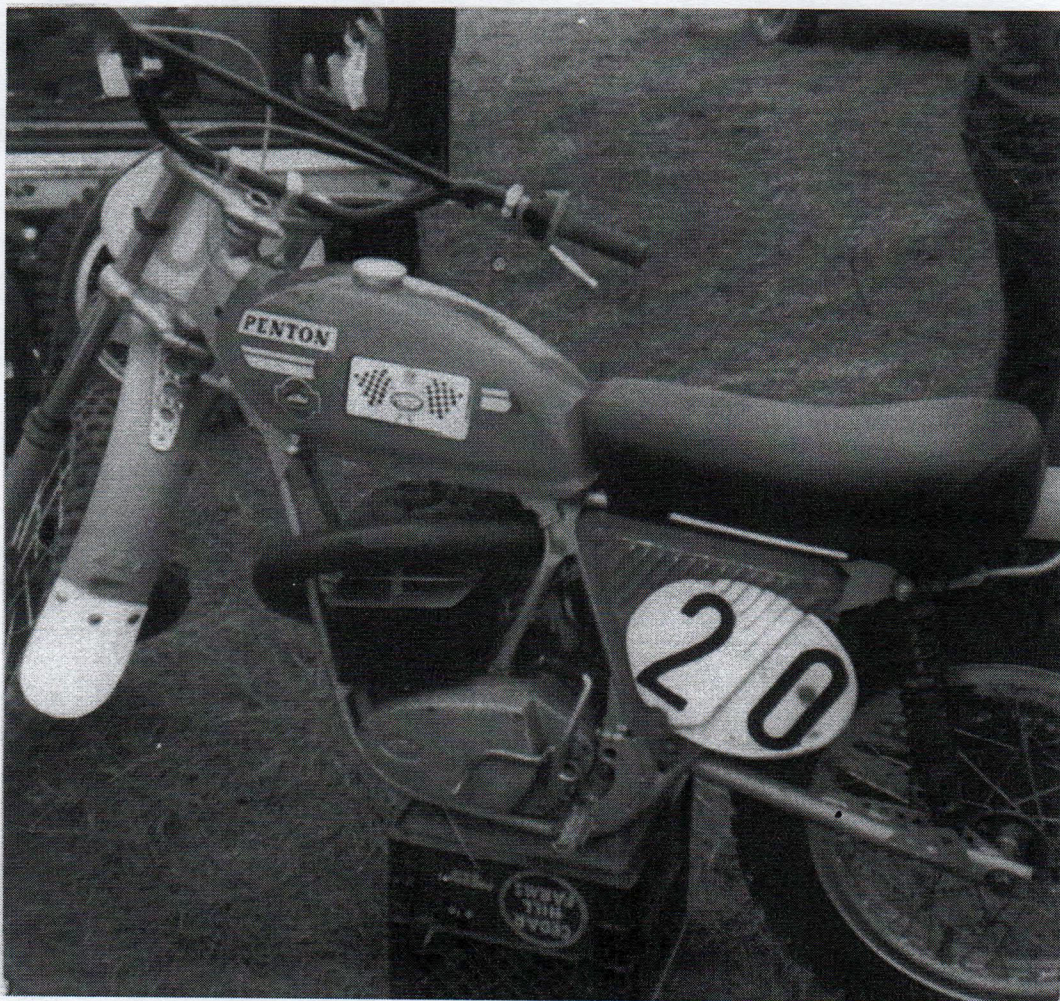
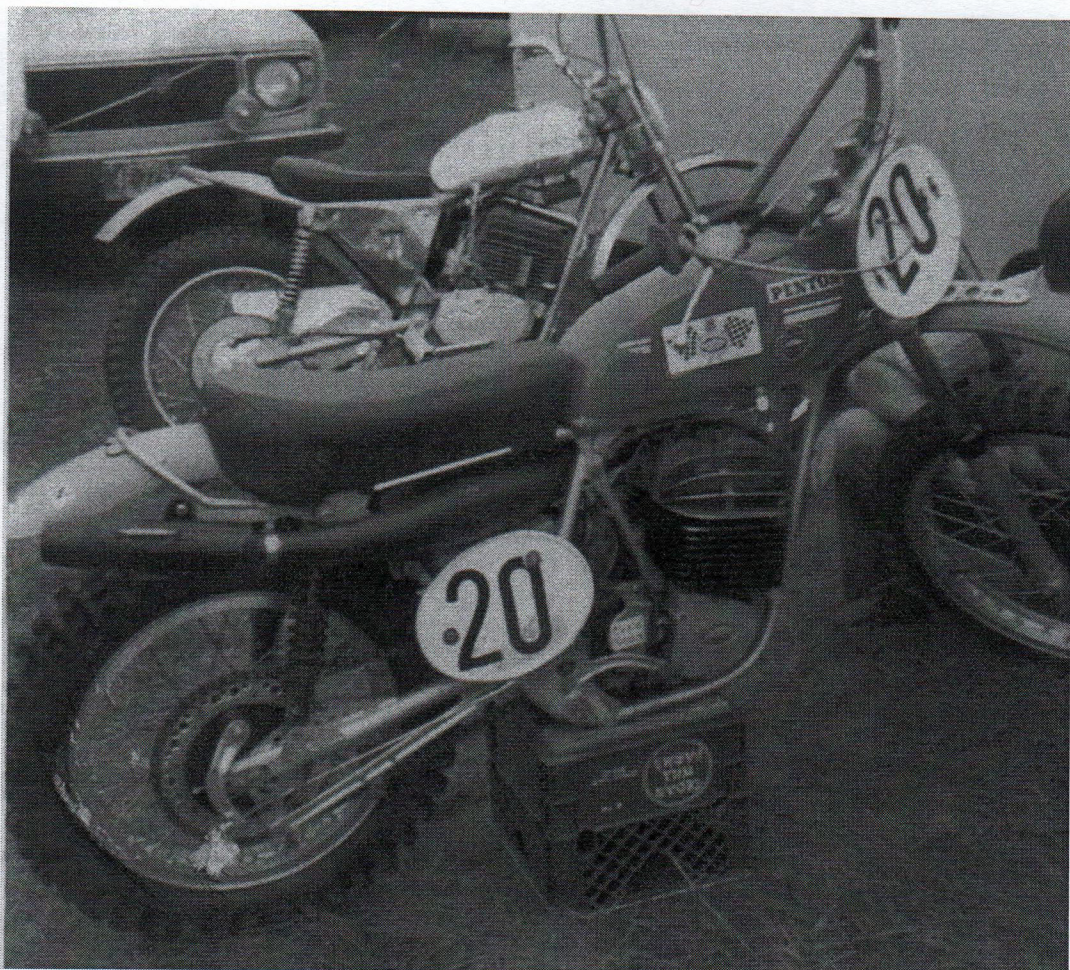
BOTTOM PHOTO

Left side view of "Penton"/KTM 250.

Note: The slit/ vented European air box cover.

There is no tank strap or visible means of holding the gas tank in place.

Check out the "factory" extra heavy duty reinforced bike stand.



Meeting minutes have been removed from this document.



PENTON OWNERS GROUP

IND **MOTOCROSS**

ACTION MAGAZINE

84485 JULY 1973 75¢

**TESTING:
MACHO HONDA
AND TWO YAMAHAS**

**CROSS-UPS
ON CAMPUS**

**EUROPEAN RIDERS
AND TRICKERY**

**HOOKIN' IT...
HANGTOWN AND THE 125 NATIONAL**

**Pierre
Karsmakers
talks MX**

Cover photo of 125 M-X race at Awoyo, California in 1973 (July 1973 issue of Motocross Action magazine) showing #80 Billy Payne (Penton), #3 Chuck Bower (Penton), #9 Bob Brooks (Hodaka), #10 Bruce McDougal (Penton), #29 Ray Lopez (Penton), #70 Morris Malone (Honda 4 stroke)