

Still...Keeping Track

Penton Owners Group Newsletter \$5.00



Allan Tudehope (Australia) *getting it on* with his 1974 KTM 250 at an Australian M-X track

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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 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.



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

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PRESIDENT'S CORNER

By Paul Danik

I always enjoy a good road trip. There is nothing like some time behind the wheel traveling to an event to get the mind cleared out and do some thinking. Road trips are a necessary evil for us motorcyclists as our events tend to be scattered across the country. Many of you try to make the "ISDTRR" and

"Vintage Days" each year and your travels are well documented on the website as well as being told in stories in the newsletter, so road trips are no stranger to many of you either. Can you imagine how much traveling Mr. Penton did while not only competing in events across the country but also running his motorcycle and accessory company? I have often heard him tell of having a problem arise with the Penton

motorcycles and how his brother Ted along with his crew at the Penton R&D shop would derive a solution. Many times Mr. Penton would have to travel to the KTM factory and first-off convince them that there *WAS* a problem, then show them the solution and try to get them to incorporate the solution into the production line. Mr. Penton's communication skills are legendary so I am sure that he was mostly successful,

but I am sure that the process was somewhat like getting your bike unstuck from some southern Ohio mudhole!

If you like to travel, and enjoy a good road trip to be with your POG buddies, this might be a busy year for you as there is a very special event coming up that you are invited to be a part of. On Sunday August 21st at the Motorcycle Hall of Fame Museum in Pickerington, Ohio, KTM dealers from across the country will be gathering for their annual dealer meeting. The POG has been asked to participate in this event by putting on a Penton display for the dealers to not only look at but to hopefully participate in by bringing some of their Penton and early KTM machines for display. I have to say

that it is quite an honor for us to be invited to participate in this event.

Sunday is the travel day for the KTM dealers and they will be arriving at the Museum at different times during the afternoon depending on flight times and travel schedules. What we have been asked to do is have our display set up and manned from noon till 5 pm. The KTM dealers will be able to visit our display and also visit the Motocross America display inside the museum during the afternoon. For many of the KTM dealers this may well be the first time that they have ever seen a Penton motorcycle.

We would like to have any and all Pentons motorcycles displayed. We

have often seen as much attention given to an unrestored, barn fresh machine as to a fully restored machine. They all have a story to tell. Race bikes, short trackers, trials machines, all are welcome. We also want to display KTM brand machines up to around 1990. So bring those along if you have one.

So load up and come on out. You will get to visit the Motocross America exhibit, display your bike and help to tell the Penton story. Did I happen to mention that August 19th will be Mr. Penton's 80th birthday? Wouldn't it be cool to have 80 Penton motorcycles on display? Are you up for a little road trip!!!

YES VIRGINIA, THERE IS A MR. PENTON

by Ted Guthrie

Ted has been writing a lot of stories relating to the Penton motorcycles and his riding experiences. He wrote this story a couple of weeks ago and I thought it would be fitting to include it in this newsletter because it hits the nail on the head on why we do what we do.

It would appear that enthusiasts of Penton motorcycles in general, and the Penton Owners Group in particular, are becoming known as among the most extensive, passionate, and well represented, of the many vintage motorcycle followings in existence today.

Possible explanations for this vary. The motorcycles themselves for example, are every bit the outstanding performers they were when new, thus offering vintage racers an extremely competitive and thoroughly reliable machine on which to compete.

Also, during their ten years of production, the Penton motorcycles' success in virtually all forms of two-wheeled competition, meant they were sold in considerable numbers, in all parts of the the United States, as well as in numerous foreign countries.

This means that despite their limited production, specialized nature, Pentons were sold in substantial numbers, throughout many markets. The end result is that many bikes survive to this day, and are currently in the hands of a like number of enthusiasts.

Still, these same circumstances could be applied to other brands of motorcycles, some of which saw much longer production runs than did Pentons. However, an undeniable and universally accepted appeal for the motorcycles from Amherst, Ohio, involves the man whose name appears on their fuel tanks.

Everywhere he goes, at every event he attends, Mr. John Penton draws crowds of faithful admirers. Everyone wants their picture taken with him, or simply a picture of him. Everyone has a story to tell him, of their own Penton motorcycle, and of their experiences while riding the bike.

And autographs! John Penton is rarely seen in public without a pen, or better yet, a permanent marker, in hand, as a vast parade

of Penton motorcycles, fuel tanks, posters, pictures, shirts, hats, and bodies, are thrust in front of him, with a request for his famous signature to be applied, accordingly.

However, it is more than the mere presence of the man, which draws such attention. John Penton has, for many enthusiasts, become the embodiment of the strength, skill, determination, and tremendous endurance required to succeed in the toughest off-road competition events in the world.

The Berkshire Trial, the Jack Pine Enduro, the Corduroy Enduro, the International Six Day Trial – all the events in which Penton motorcycles have excelled and won, time after time. And John Penton was there first. He paved the way, and set the standards for others to follow. And then, he brought to the world a motorcycle which made it possible for others to follow in his footsteps.

The world famous, world-class, competition-ready, off-road racing motorcycles, which bear his name, were truly ground breaking machines. And the bikes sold, were ridden, and raced, and enjoyed, and cherished.

And then the years passed. However, Penton motorcycles did not go away. They remained. And now, they reemerge, in considerable numbers, to be rebuilt, and restored, lavished with attention, and reborn. Some to compete, others preserved as perfect representations of the original art, which the machines undeniably are.

And at events, such as the hugely successful Vintage Motorcycle Days, Penton motorcycle owners assemble, their prized machines in tow. And there, they find the man who created these motorcycles.

This then, is the reason for the tremendous interest in Penton motorcycles. John Penton is the connection, the living association and representation of these incredible machines. And so, for those who know of John Penton and the Penton motorcycles, as well as those who may yet know only of the modern-day KTM's, which followed the Berkshires and the mudlarks, the Six-Days, and the Jackpiners, the Hare Scramblers, and the Mint 400's, John Penton is truly the man who made it all happen. Yes Virginia, there most certainly is, a Mr. Penton.

AUSSIE ALLAN

by Ted Guthrie

Some of you may have noticed from time to time, entries on the POG website by a fellow who uses the I.D. of "VMX1963". And, should you have read his posts, you'll have found that VMX is in fact writing from the continent of Australia. Yes, we have a Penton owner and enthusiast among us who is located just about as far away from Lorain, Ohio as is possible.

VMX' real name is Allan Tudehope and he lives in Perth, Western Australia. He is 41, is married, has two kids, and has recently returned to the sport of motorcycling after some twenty years away.

That he has chosen vintage bikes in particular came as the result of a chance meeting with one of his wife's coworkers, who told Allan about an area racing organization called the West Australian Vintage Motocross Club. This prompted Allan to pick up a copy of "VMX" magazine.

Desiring more information in addition to what he found in that issue of VMX, Allan tracked down the publisher of the magazine, and bought copies of all the back issues. In one of them, he found an ad listing a 1974 KTM 250 for sale. Allan had owned a '77 KTM 250 GS years before and counts it as one of his best bikes ever, citing the GS' excellent handling, and that it was the first bike he ever owned that "actually steered".

And so, it wasn't long before Allan had made a deal with the '74 250's owner, Brian Watson who, along with his father Bill, had performed a thorough restoration of the bike. Now Allan was back into motorcycling in general, and vintage motocross racing in particular.

Allan's original interest in motorcycles goes back when he was a kid, and came as the result of his older brother who, as Allan puts it, ". . . bless his cotton socks, one day bought a scrappy old farm bike - a Suzuki TC90". Allan in turn set out to "go his brother one better",

and so bought a Suzuki TC125, complete with "farm rack and reduction gearbox". From then on, Allan was hooked, and proceeded through a succession of bikes, including Yamaha YZ's, Husqvarnas, Suzuki RM's, and of course his '77 KTM.

It was, in fact, while racing that GS KTM that Allan arranged for the one and only time his parents came out to see him race. The event was the first-ever Supercross-type event to be held near where the Tudehopes lived.

He got things off to a great start by leading the pack into the first turn, but as Allan sailed over the first jump, he got the KTM all crossed up, tangled with other riders while in the air, and "ended up flat on the ground with bikes raining all over me", as Allan himself puts it. As a result of that first-time experience, Allan did not expect his parents to be anxious about coming to see him race again. Interestingly enough, however, he says that of all his bikes, his father recalls only the KTM.

Allan refers to all bikes built at the Mattigofen factory as KTM's, including his '74 250, because as he has determined, only the very first one imported into Australia actually came by way of Lorain. As reported to Allan by John Kirkpatrick, the original importer, that first bike was ordered by "Kirky" from John Penton. However, it was not until he took delivery of the bike did Mr. Kirkpatrick discover that Pentons were produced by KTM.

From then on, all KTM's imported into Australia came directly from the factory. As a result, the Penton name is largely unknown Down Under. In fact, even Allan did not make the connection until he began visiting the POG website. Even then, as he reports, "it took a couple of visits and much scrutinizing of the photos to realize they were the same."

While his 250 is fully restored and raced regularly, Allan also owns a 1973 175, which he himself is in the process of rebuilding. He credits much assistance in the effort to POG

members, who Allan says helpfully respond to his posts, which often begin with, "Can anyone tell me how to . . ." Allan also reports that his two pre-'75 KTM's are the only ones "alive" in western Australia, although he believes there may be a few on the eastern side of the country.

Following completion of the 175, Allan's next ambition is along the lines of a Mint 400. Only problem, (aside from securing the wife's approval) is that the bike will have to be shipped in, as Allan does not feel confident about locating a Mint inside Australia. So, any POG members know of one for sale, whose owner is willing to crate it up?

As Allan is more or less "on his own" when it comes to repairing or maintaining his vintage KTM's, he has become nearly 100% self sufficient, performing all his own work, short of boring cylinders or pressing cranks. He actually considers this to be an advantage though, as it gives him the excuse to equip his "shed, with all kinds of welders, grinders, spanners, etc, which *must* be purchased".

As far as replacement parts, Allan says he relies on E-bay, and Al Buehner for all his needs. Of the ubiquitous Mr. Buehner, Allan would like to know just how many parts Buehner Supply actually has available, as there seems to be no end to what Al has been able to provide.

Allan's concentration on vintage motocross has a lot to do with the proximity of a very strong "pre-75 vintage club", which hosts events. Most are "really great tracks, frequently set up as natural-terrain 'traditional' scramble tracks". Of particular attraction is an event called the Wandering Mill Farm Meet. Allan describes it as an "absolutely magical location - rolling green hills, with a vineyard in the background, which attracts close to 100 vintage motocrossers and sidecars - woot!"

Additionally though, and interestingly enough, considering the size and sparse population of Australia, Allan reports that he does not bother trailriding because "it is

such a hassle finding somewhere decent to ride". As is the case in the U.S., Allan says that the land-use problem is a combination of lawyers and liability, as well as environmentalists' efforts to restrict any ATV activity on open land. In fact, Allan says that even the motocross clubs for the most part do not permit open track practice, and even if they do, a rider must have a full race license, be a member of the property's club, have an ambulance, or at least a first aid certificate holder, in attendance, carry all required permits from the governing motorcycle body in one's respective state, etc, etc.

While it is true that more riding opportunities exist "in the country towns and bush" than in the cities, Allan says "that the trend to having fewer places to ride is fairly universal, as there are lawyers in Australia too, unfortunately". Also, it was a crash, which occurred while trailriding, which contributed to Allan's time away from the sport.

In Allan's own words, "The stack that stopped me racing 20 years ago was pretty scary and caused me lots of colorful language. I had just bought a Husky 430 for enduro riding - great engine that 430, used to pull like a 14-year old. Out riding some trails that I hadn't been on for a few months, and around one fast corner I hit a strand of barbed wire that some drongo had put up between an old fence line, to keep horses in. Fortunately, I hit the wire at its lowest point, so it caught me on the arm and lifted me off the bike. The Husky kept going over the side of the hill, and I got my arm ripped to shreds. It was a spectacular stack, but no one was around to see it. I had to slide down the hill to my bike, start it, then ride 10 miles back to town so someone could take me to the hospital. The police went up and cleared away the wire, and I swore at horse owners for months afterward. It took a few months to get full use of the arm back, and the realization that I would have caught the wire around my throat had I been riding on the other side of the trail made me decide only to ride motocross after that."

Following his recovery from this mishap, Allan became involved in, as he describes it, "less risky things". For example, he became a helicopter pilot and "went cattle mustering". He also went to Papua, New Guinea, and between tribal wars, worked at a goldmine in the Highlands. Eventually, however, Allan "went to Uni and got a Masters degree in psychology".



These days, Allan has plenty of regular vintage competition (the bikes that is, not necessarily the riders), but the very first time he took his '74 250 out on a track was at a local "Junior MX club". As Allan puts it, "All the young fellas were looking at it, wondering what I was going to do with the bike, like maybe just putter around the pits, or just ride up and down the main straight. I sure got some looks when I was out thrashing it around the track. Most of the kids had never seen an air-cooled, twin-shock before."

Allan has been enjoying the racing season very much so far this year, despite dealing with a "nasty virus", which caused him to miss three events. At his first race back, however, he fouled a plug on the starting line of the first (moto). But, Allan proceeded to win the second (moto), "and so got shunted up to B grade". Allan explains that the VMX classes are broken down by skill levels, referred to as A through D, with "A" being the fast guys.

Then, in the third (moto), Allan had "a big get-off after tangling bars with a CZ on a very fast downhill section of the track. Somehow, I managed to have the CZ land on top of me as I rolled to a stop at the bottom of the hill. Worst thing was that there was no one around to witness what would have been the stack of the day. It would have looked quite spectacular, as I skidded about 30 feet, with the CZ on top, jabbing its footpegs and handlebars into me as I rolled around underneath it. On the other hand, the only fortunate thing about the pile-up was that it happened on a part of the track that my wife couldn't see. And, to show her that I wasn't really hurt, I raced the next (moto), broken ribs and all."

Despite experiences such as this, Allan says that he immensely enjoys being back into riding, particularly because the vintage bikes are so much fun - as well as being a bargain. "About half the cost of competing on a modern bike", as Allan puts it.

Allan also says that, "The people involved in vintage motocross, and especially KTM/Pentons are a great bunch of mates", and that he is so glad he did not buy "that Maico" instead of his KTM. Allan says that in fact, if it were not for Al Buehner's great service, he would probably be campaigning on a Maico.

And so, there you have it. Located in far-off Australia, is an excellent supporter and advocate of Penton/KTM's, and a pretty darn fast racer too, as it would appear. Not only does Allan collect, restore, show, and race KTM's, but he also makes a particular effort to share with younger riders, information about his bikes and their connection to current-model KTM's. Considering our efforts as a group to promote and celebrate Penton motorcycles, as well as to (hopefully) pass on the interest to future generations, we could not ask for more from our friend Down Under. Keep up your great work, Allan, and keep on riding!

AMA VINTAGE DAYS AT MID-OHIO

Mark your calendar for July 15-17 which will be the AMA Vintage Days event at Mid-Ohio. Ducati will be the featured marque this year.

AHRMA's Vintage MX races will be held on Saturday and the post-vintage races will be held on Sunday. Both of these are pre-entry only and should include admission to Mid-Ohio. If you are planning to compete in these, check the AHRMA web site (www.ahrma.org) for application forms and entry deadlines.

The Penton owners group will have a 20'x30' tent this year to house our display of Penton memorabilia. It will be in the swap meet area in a *new* location. Our new spot will be under the trees next to the *new* entrance to the swap meet. This is near the road racing paddock area next to the fence where the bike demo rides are held. Look for the green PENTON banners.

The theme for this year's display is the Penton Jackpiner and we will be looking for examples of these to display inside the tent.

Members are encouraged to bring their bike(s) to display outside the tent. However, you do so at your own risk. The POG is not responsible for damage or theft. When dropping off your bike, pick up an I.D. Tag to put on your bike to identify who the bike's owner is.

Security at Mid-Ohio will be just like last year. No vehicles will be allowed into the swap meet area without a permit. If you are

bringing more than one bike to display call Al Buehner (216-651-6559) before the event to make arrangements to obtain a temporary pass if you need one.

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

Tent Camping and motor home camping is available at Mid-Ohio. Passes are sold at the gate on a first-come, first-serve basis.

Do you have some time to help out during the event? We can always use some help in manning the display to answer questions and sign up new members. Volunteers are needed from 7:30 in the morning thru 7 in the evening on Friday and Saturday, and from 7:30 in the morning thru 2:30 on Sunday. The display will be taken down and packed up at 2:30pm on Sunday. Volunteers can mark their name on the duty roster in the display tent when they arrive at Mid-Ohio.

On Saturday evening there will be a cook-out at the Penton Display provided by Buehner Supply Co.

and All Custom Fabricators. Bring a chair and spend some time to relax, chow down and enjoy some fellowship and tall stories with your Penton buddies. We will start serving around 5:30 pm.

Immediately following the cook-out will be our annual July POG meeting. Hear the latest update on our "Penton Future Project", some "tall tails" about John's exploits, and meet the POG officers and board members.

Tickets for entrance to Mid-Ohio can be purchased on line at - www.midohio.com or by calling 1-800-MID-OHIO.

MID-OHIO RULES

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

Any motorcycles being ridden must have a valid license plate.

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

No children will be allowed to operate any vehicles.

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

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

Sorry, no Sunday night camping.

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

We have a new location in the swap meet this year.

Look for the Penton Display next to the Demo Rides, under the trees, near the showers building.

LATEST NEWS

ISDT Reunion Ride

The 9th Annual Leroy Winters Memorial ISDT Reunion Ride will be October 22-23, 2005 at New Blaine, Arkansas this year. It is being run by the Arkansas Dirt Riders.

For information call Lynn Burton at 501-847-9791 lburton@aristotle.net or Jeff DeBell at 913-381-4584 jeffdebell@aol.com

Correcton to last newsletter

In the last newsletter (#26), in the "Mailbox" section, we failed to mention that Ted del Solar (IL) was the person that wrote and mailed us the song "The Dealer Daughter or Doug And His One Two Five".

BLUERIBBON COALITION

If you enjoy off-road riding especially in Natinal Forest areas and you care about the future of your grandchildren being able to ride on Public lands we encourage you to join the Blueribbon Coalition. They have been going head to head with "enviromental groups" who have an agenda to make *all* Federal Public land "Wilderness" areas nationwide. This means that these lands would be closed to any public access including recreational use, including many existing riding areas.

Fighting the anti-access forces takes a lot of money because to stop these threats involves the court systems.

At the March POG meeting a motion was approved by the board to join the Blueribbon Coalition. We recognized the need to help keep our riding areas open, otherwise our grandchildren will never have the opportunity to enjoy and share the experiences that we have had which keeps the passion for Penton and other vintage bikes alive.

For more information go to the Blueribbon Coaliton web site: www.sharetrail.org.

1977 Penton MC5 250 sticker

For those of you who are on the mailing list of the Motorcycle Hall of Fame Museum, you should have received a mailing of return address stickers with your name and address

printed on them. The Museum does this about once a year to solicit donations. With these address stickers are also color photos of vintage bikes. This year the museum broke tradition and instead of there being only vintage street bikes shown, there were two dirt bikes. A BSA Gold Star and a 1977 Penton MC5 250. The Penton is Kent Knudson's bike that is on loan to the museum for their current display.

If you haven't done so, the POG encourages you to send the Museum an \$8 or more donation to show your appreciation and thanks for having a Penton motorcyle included on this years mailing.

POG Postcards

It's that time of year again. As a member benefit and to thank all of our members for thier support on being a member, another POG postcard has been included in the mailing of this newsletter. This year's post card is a photo of John Penton, Dave Mungenast, Leroy Winters, and Bud Green before the start of the 1969 ISDT in Germany.

There were only 1,000 of these post cards printed up. They are very collectable so make sure that you don't lose or throw yours out.

POG Display at AMA in August

Jack Penton annouced at our April and May meetings that all POG members are invited to display their Penton and KTM motorcycles (up to 1990 vintage) outside at the AMA Museum on Sunday August 21st. This is the date of KTM's annual dealer meeting and this year it is being held at the AMA Museum in Pickerington, Ohio.

KTM has invited the POG to set up a POG display outside the museum in the afternoon with Penton and KTM motorcycles so that the dealers can see what the older bikes looked like.

Set-up for the display will be at noon. During this time members can bring their bikes in for display. The POG will have their E-Z up with photos and information about the Penton involvement with KTM.

The exhibit will end at 5 p.m. at which time everyone can retrieve their bikes and pack up the display.

For more information about this event, keep an eye on the Penton Web Site.

New Display at the AMA Museum

Last year's Harley Davidson exhibit at the AMA Museum has been dismantled and taken away. A new exhibit has taken it's place: "Motocross America" which chronicles the rise of the sport. On display are examples of the early 4-stroke and 2-stroke motorcyles including some of those one-of-a-kind factory machines. Some of these bikes are being featured on the inside back cover of the monthly AMA's "American Motrocyclist" magazine.

The exhibit occupies the entire first floor of the museum and has a custom built whoop-de-do section with a couple of bikes on it in a simulated race chasing a bike suspended in a mid-air "jump" over the staircase going down to the basement of the museum.

Thanks to POG members in high places, a Penton motorcycle was included in the current display. It is Kent Knudson's (OH) beautifully restored 1977 250 MC5.

A dedication ceremony is being held at the Museum on Thursday July 14th at 6:30 pm. in conjunction with the AMA Vintage Motorcyle Days. A reunion of racing legends: David Bailey, Mike Bell, Dick Bureson, Guy Cooper, Tony DiStefano, Gary Semics, Brian Swink, Roger DeCoster, and Chuck Sun are scheduled to attend. An advance reservation only reception will be held inside the museum from 7 to 9 p.m. Tickets for this reception, which inculudes a buffet, cost \$20 for AMA members and \$25 for Non-AMA members. For more information about this, call the Museum at (614) 856-2222.

If you are going to Mid-Ohio, allow some time to visit this new display. The Museum is aproximately a 1-1/2 hour drive southeast of Mid-Ohio (east of Columbus off of I-70).



THE JOHN PENTON GNCC

By Toni Roach

In July of 2004, as I walked from the starting line across the field in Millfield, Ohio to the pit area, alongside of John Penton, I couldn't help but wonder how this race came to be. Whose great idea had it been to name one of the GNCC races after our POG hero, the legendary John Penton?

The Grand National Cross-Country (GNCC) Series is the largest, most popular off-road series in the U.S. and quite possibly, in the world. And, it continues to grow, attracting the world's most prestigious riders, along with several old time racers, and perhaps most important of all, constantly brings in more and more newcomers.

So, how did this modern race come to honor John Penton? My curiosity led me to contact the race promoter, who happens to be an acquaintance of mine - Jeff Russell. I thought if I were curious about this, maybe other POG members would find it interesting as well.

Jeff Russell, the current trail boss for the GNCC races, is a former ISDE gold medallist, as well as a former AMA National Enduro Champion. And, it so happens that the John Penton GNCC takes place on the Russell family farmland, in Southern Ohio.

Jeff grew up in Chauncey, a small southern Ohio town. While his father had done some racing and riding back in the 60's and 70's, Jeff did not start riding until 1980, well after the Penton era. He said he was very aware of the Penton impact on the sport right away though. Jeff competed for years on KTM's, and says there is no way you can ride a KTM and not recognize the Penton roots.

Jeff admitted that he had nothing to do with the idea for, or the naming of, the John Penton GNCC. Instead, Jeff reports, full credit must go to Davey Coombs, son of the late race promoter, Dave Coombs. Jeff explained that in the second year of its publication, Davey's magazine, Racer X, ran a story about John Penton. It was from this story that Davey came up with the idea of paying tribute to Mr. Penton by naming a GNCC after him.

During our telephone conversation, Jeff inquired with the current Racer-X Assistant-editor, Billy Ursic, and asked if he could e-mail the John Penton story, from the 1999 issue, to me. I was more than a little impressed with how great they were about assisting when they found out it was for a story in "Still...Keepin' Track."

With this information in hand, I went to Gig's [my husband, Gary] archives of magazines to retrieve the August/September 1999 issue of Racer-X. I might add here,

that I am so glad Gig keeps every issue of every motorcycle magazine he has ever acquired, and I am even happier that I chose to sort and file them when I moved in. I pulled out the issue and inside found the answers to all my questions. Basically, the story I wanted to write was already there, but as it turns out, the answers to my questions about the John Penton GNCC were not in the John Penton story, but in the "Reason For Being" column written by Davey Coombs, in the same issue.

In Davey's column he wrote about how he missed the cool, meaningful GNCC race names. He speaks about how, as the series has grown, the races took on the names of the location or track only. He then went on in his column to say how for some time he had been intending to do a story in his magazine about the man, John Penton. He felt that a story about someone that important to the sport should not be conducted by a phone interview. Without the time to travel to South Amherst himself, he called on an old friend of his and asked him to do the story, Ed Youngblood.

As POG members, we all know that no one is better able to write a story about John Penton than Ed Youngblood. The story in RacerX, titled, "A Life Less Ordinary," was very powerful and impressive. It left him with no doubt of what an incredible man John Penton is and what an impact he has made in our sport.

Editor's note: It was this story for Racer X that inspired Ed Youngblood to write the book "John Penton and the Off-Road Motorcycle Revolution." The book was written by Ed because a magazine article was not enough to tell in all fairness everything that John Penton had accomplished in his life and what he contributed to the motorcycling community.

Ed's writing of this book was our (POG founders) dream come true. We had talked about a John Penton book while organizing the POG. We just did not know when it would happen or who would do it. The book was printed just before the year 2000 AMA Vintage Days when Penton was the feature marque and John Penton was the Grand Marshal.

Davey Coombs, who thought he was getting a story about a man that had motorcycles made with his name on them, was to say the least, impressed beyond words. He immediately went to the rest of the Coombs family and told them about his idea of naming a race after Mr. Penton.

Jeff Russell filled in some of the blanks here by telling me that Davey was really pumped about this. Davey felt strongly about the idea and how it was so very important that this happen. Jeff added that his wife, Carrie Jo (Coombs) Russell made some calls to the Pentons to assure that this would meet with their approval. And so starting in 2000, the GNCC race held in Millfield, Ohio at Spring Creek Raceway was named "The John Penton GNCC."

The story of how The John Penton GNCC came to be could not be written without recalling another great man of our sport. Albeit one who, unfortunately is no longer with us - Dave Coombs Sr. I could not help but wonder if some of Davey Coombs' incentive to name this race after Mr. Penton had anything to do with the very untimely passing of his father.

Dave Coombs Sr. was in every sense of the word, a legend in our sport. He had dedicated his life to the sport. He improved racing for bike racers of every kind, everywhere! Dave Coombs Sr. and John Penton were friends and both men took their visions and turned them into reality. They both devoted their lives to improving our sport and they have done it with fortitude and with passion. Dave Coombs Sr. received several honors from the motorcycle industry, but too many of them came after his passing. And now, Davey Coombs, son of this great man, has had the foresight to honor another great man, Mr. John Penton, and to do so during John's lifetime, for him to enjoy.

This way, Mr. Penton can know of the gratitude and admiration we have for all that he has done. From all Poggers, hats off to Davey for this! Not only is it so great that Racer Productions has honored John Penton by naming a GNCC race after him, but they have included the man, and the Penton motorcycles as highlights to the event.

The 2005 "John Penton GNCC" is Sunday- May 15. (Youth and ATV classes run on Saturday-May 14) This is a very neat event and one worth putting on your calendar. Consider loading up your Penton motorcycle, regardless of condition, and bring with you. There is a great area on a deck of one of the track buildings which is used to display the Penton bikes brought in and they usually attract a lot of attention, from new and old racers alike.

For just the cost of the general admission gate fee ...you can see the very best off road racers in the world compete, have the chance to chat with Mr. Penton, as well as the opportunity to buy really cool "John Penton GNCC" event T-shirts. Most importantly, by attending this race, you are showing your support for this event meant to honor a living legend. Hope to see you there Poggers!

Many thanks to the staff at Raxer-X for permission to use and reprint the information for this story. My thanks also to Jeff Russell for taking time out of his busy and hectic schedule to talk to me and share his thoughts about this race with the Penton Owners Group.

2005 John Penton GNCC

by Ted Guthrie

The Penton Owners Group is very fortunate to have an association with Rod Bush, Jack Penton, and other

luminaries within the KTM Corporation. And, because of their generosity, POG members had the opportunity this last May 14th to get an Insider's look at KTM's activities at the 2005 John Penton GNCC.

As part of KTM's continuing efforts to promote their smallest displacement machines, the race team presented special "Youth Day" activities on Saturday. Displayed beneath the KTM factory semi-transproter's canopy, were not only the latest factory off-road racers, but vintage Penton motorcycles, as well.

In addition to Jack Penton's 1977 250 GS6, the Penton display included the prototype 80cc Jr. Crosser machine, one of only two ever produced. The purpose of having the 80 on hand in particular, was to permit younger riders to realize the connection between Penton and KTM motorcycles, and to see that John Penton was pursuing the youth market years before it became as popular as it is now.

To further support the Penton/KTM connection, Mr. Penton was on hand, along with current KTM riders, such as Mike Lafferty, Juha Salminen, and Robbie Jenks, to meet and greet the GNCC racers, and to sign posters and autographs.

The Penton Owners Group is grateful to John and Jack Penton, and to KTM, for the chance to participate in this great and fun event. In keeping with the "Penton Future Project", this kind of program is just the sort of effort which will help to perpetuate the interest in Penton motorcycles.



John Penton at the GNCC signing autographs at the KTM factory "Youth Day" display.

Tech Tips

KTM Bearing Plates

by Alan Buehner

There are 2 styles of "bearing plates" (we refer to them as clutch actuators) that were used on KTM motors, the old style (figure A) and the new style (figure B).

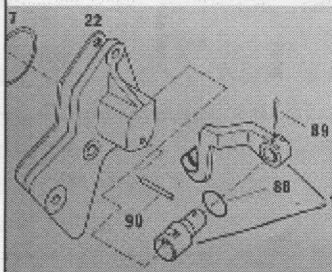


Figure A - old style bearing plate

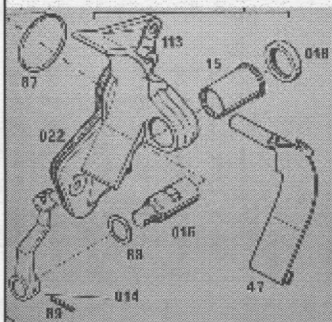


Figure B - new style bearing plate

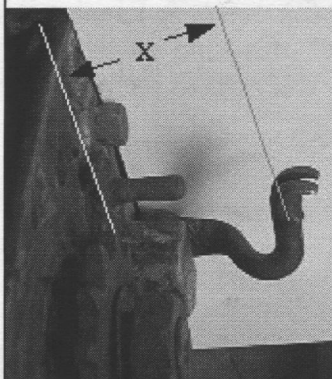


Figure C - old style bearing plate showing measurement "X" (42.5 to 43.5mm) on engine.

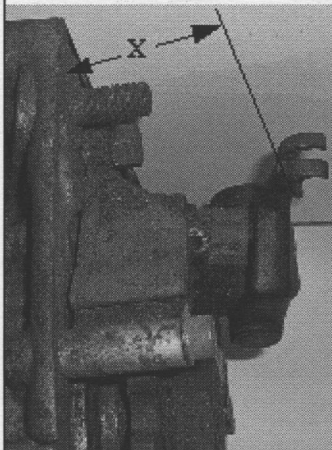


Figure D - new style bearing plate showing measurement "X" (53mm) on engine.

The old style was used on the first 1972 KTM 175 motors and used on all other sizes of KTM motors up until the 1980's. The New style was introduced in 1976 and was equipped on some but not all motors up until 1979.

The old style bearing plates had problems. The biggest one was the housing which was made of magnesium. It would wear from the rotating action of the cam every time the clutch was used. The wearing will cause the cam to wobble around loosely in the opening of the housing and cause oil to leak out.

The New style bearing plate was the cure for some of the problems with the old style. Its housing was also made of magnesium, but it extends out and had a steel sleeve (see figure B, item 15) inserted into it to allow a new style cam (figure B, item 016) to rotate and not wear away the magnesium. It also was reconfigured to accept a case protector (figure B, item 47) to help protect it.

Both bearing plates have specifications that are indicated in the Penton and KTM owners manuals as "measurement X" (see figures C and D) that is required in order to have proper operation of the clutch in engaging and disengaging of the clutch plates when working on the clutch assembly. What is not mentioned in the owners manuals are some of the items that need to be looked at during maintenance checks of the bike and if you run out of adjustment on your clutch cable.

Because the KTM motors are used in dirt bikes, the

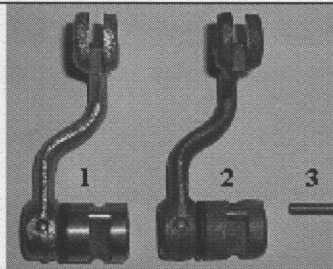


Figure E - old style cam assemblies. #1 - new old stock #2 - used cam with worn pin. #3 - new pressure pin.

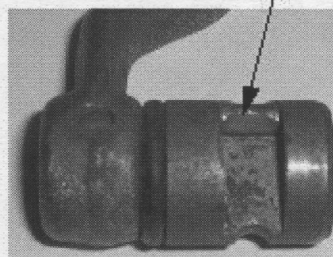


Figure F - cam assembly showing worn pin that is common on KTM engines after 20 years.

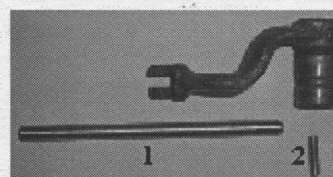


Figure G - old style cam assy. with #1 - push rod #2 - pressure pin

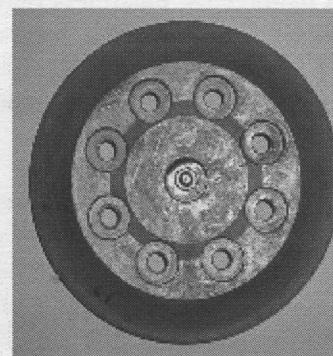


Figure H - pressure plate used in KTM engines. The center bolt is not used for adjustment of the clutch.

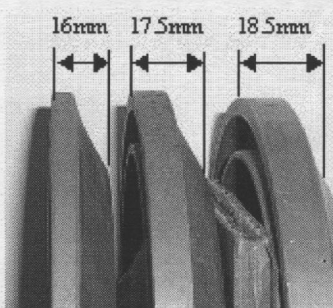


Figure I - different thicknesses of pressure plates available for use in KTM engines.

clutch is used much more than that of street bikes and parts will wear especially after 20+ years. If your measurement "X" is less than specified or if you are overhauling your engine, remove the bearing plate and then remove the cam assembly (see figure E) for inspection. On the old style bearing plates you must remove the pin (Figure A, item 90) to remove the cam.

With the cam removed, check the pin (Figure E, item 3) for wear. If it is worn flat (see figure F) it must be replaced to reestablish measurement "x". A little bit of wear will put measurement "x" out of specs. To replace the pin, you must remove the arm by driving out the pin holding it in place. With the arm removed a small hole needs to be drilled into the cam big enough for a thin punch to be inserted into it to drive out the worn pin. Insert a new pin (part no. 0402-041-550) and install a new o-ring (part no. 0770-021-120) before installing the arm back into place.

Check the push rods for any deformity or wear and replace them if any is found.

The clutch plate assembly does not have any adjustment to it. As noted in the owners manuals, the center bolt on the clutch pressure plate (see figure H) is not for adjustment. It is a bearing surface for the push rod and if the bolt head has a hole worn into it from the push rod, it should be replaced (part no. 51-32-020-000). Not mentioned in any of the manuals or parts lists is the pressure plates came in a variety of thicknesses (see figure I) which is the method of compensating for the clutch plates stack to obtain the specifications for measurement "X". If your measurement of the arm is less than "x" you need to install a thinner pressure plate. If your measurement is more than "x" you need to install a thicker pressure plate.

The pressure plates are made of magnesium and were all cast as the thicker plate. They were machined down to make them thinner and reduce the movement to the push rods to make contact with their center bolt.



THE SIMPLE FIX

by Ted Guthrie

We received a lot of favorable comments concerning the Blackwater Saga story, run in the last issue of SKT, and so decided to feature another of Ted Guthrie's tales from this well-known event.

Tales of the infamous Blackwater 100 Hare Scramble invariably include many instances of riders experiencing mechanical troubles. The course was so incredibly challenging, and the terrain so treacherous, that even the most well prepared machines were subject to unanticipated breakdowns.

Bikes taking "the big drink" for example, represented as common a problem as any experienced during the course of the event. There was simply so much water, at so many points along the course, and with so many riders competing - well the odds simply took over.

Why, at one running in the late 80's, Dave Coombs announced at Sunday morning's riders meeting, that the overnight rains which had pounded the area had swollen the river crossings to the point where Dave feared we would be washed away, should we attempt to ford them. He went on to explain that he had even considered stringing "catch fences" on the downstream side of the crossings, but then feared riders might become entangled in them and ending up drowned!

With incredibly good fortune, I personally experienced not a single mechanical failure during my several rides at the Blackwater. I nearly got my head taken off by a guy-wire once - but that's another story.

About my mechanical good luck however, (and it was luck to be sure, 'cause I gotta be one of the world's worst mechanics) much of it was due to the fact that I was KTM-mounted on each and every ride. Yessir, them bikes, while being quite well used by the time they were exposed to the Blackwater's challenges, nonetheless were absolutely bulletproof. 'Course there is also the matter of my incredible skills, and . . . nah! It was luck, and the KTM's.

Well, to tell the truth, I did experience a very minor problem one year. It was such a simple thing, but with my considerable mechanical ineptitude, the problem basically ended my race.

I was on my second lap, and moving at an incredibly slow speed. I could lie and say I was conserving energy, but the fact is that I was already really pooped out, so my pace had dropped to "survival" mode.

I had pulled up to the edge of a small bog, and stopped to rest and to try to figure a way through the thing without the KTM becoming hopelessly mired. This "bog" would be hard to describe without something out in the normal world with which to compare it, but try to imagine a big pond, with no water - just squishy mud, two feet or so deep.

Already at this point in the event, the field had thinned considerably. Riders were dropping out in large numbers from bike problems or from pure fatigue, so there wasn't a whole lot of traffic coming by. While I sat there, trying to figure out what on earth had prompted me to attempt a second lap, one of the Lojaks came tearing up the trail.

For those of you unfamiliar with the "Lojak clan" they are a group of reserved, but incredibly fast and competent off-road racers, based out of the Pittsburgh, Pennsylvania area. Eddie, for example, is credited with winning some 14 off-road championships, if memory serves.

Anyway, I think it was Joe Lojak, Eddie's uncle(?) who arrived on the scene as I sat bogside. Joe was riding a YZ490, and had actually drawn the number *one* starting position for this event. I know, because Mike Piper and I were in the signup line right behind him. Unfortunately, in the yin and the yang of the universe, Mike and I drew starting positions 502 and 504, respectively. Ugh, so much for Joe's luck rubbing off on us.

So, Joe hits that bog without even slowing down, runs an amazing zigzag course through it as though his YZ is following some buried, electronic ride-by-wire system, and jumped the far bank and was gone down the trail before I could get the KTM's kickstarter folded out.

I was in a great big-ol' hurry to get that kicker out and stomp the bike into life because, hot diggity dawg, Joe had just laid down for me the perfect trail to follow through the bog and I wanted to get to it before some other slob came along and hogged all the good traction-mojo that Joe had left in his wake.

And man, I hit that bog and was following so closely in the tracks Joe had left behind that I think we were inscribing the exact same knobby-print in the mud. Now, even though Joe had carved a faultless line, speed was still the key. You had to stay on top of the mud in those bogs. Too slow and it would just suck you down.

But I was making it! One more zag in the Joe-trail, and I was lining up to climb the exit bank. It couldn't have been twenty feet away - when the bike just shut off. Aaargh! The KTM stopped instantly, as the mud took hold. Then the bike and I spent a few seconds sinking, 'till we achieved our specific gravity.

I slumped in the saddle. Oh woe. I then stared at the exit bank for a long time, hoping to somehow *will* the bike and I out of the bog. It didn't work. Then I heard someone calling out to me. I looked to my right and saw, about twenty yards away, another bike and rider, similarly entrenched in the mire.

The rider was smiling hopefully at me. "Hey buddy", he said, "I'll help you out if you help me out." I looked at the guy's bike. It was a big-bore Honda XR. Oh man! Why did it have to be a four-stroke Honda? Why couldn't the guy have been on something lighter, like a locomotive, or something like that?

But, I knew there was no other way I was getting the KTM out, short of one of those big cargo-

lifting helicopters swooping in and . . . ah, forget it. So, I got off the KTM – it remained upright on its own, such was the degree to which it was stuck – and worked my way over to the guy with the lead-like XR. It was a chore too, 'cause each step required a considerable effort to overcome the incredible suction power of the mud. Good thing off road boots are strapped on so well, or I surely would have been barefoot by the time I reached my excavation partner.

"Are you sure you want to get mine out first?", he asked. "I think my transmission is broken." I looked at the XR and fought the urge to suggest we simply bury it where it sat, so that future generations could someday unearth it and bust *their butts* trying to get the thing out. "Yeah.", I said. "If we do mine first, I'll never muster the energy to get this thing out." "I usually go *right through* mud like this.", Mr. XR offered. I wanted to tell him that if he regularly rides through mud like this intentionally, he ought to have his head examined, but I kept it to myself.

So, with energy summoned from pure desperation, the two of us managed to free both bikes from their respective entrenchments, and to push and lift them clear of the bog. I then got my tools out to see if I could figger what was the matter with the KTM.

Just as I was discovering that the spark plug wasn't doing any sparking, I heard my new buddy's Honda fire up, and watched as he toed it into gear, eased the clutch in and out, apparently to test the bike's forward motion capabilities, and then with a shrug in my direction, motored away down the trail. Hmmm.

That left me all alone, but after fiddling with fresh plugs and the plug wire for a short while, the KTM suddenly began to produce healthy spark again. I hadn't really fixed anything, but considering that the Honda guy had been able to ride away on a bike which supposedly had a busted tranny, maybe this area was some kind of West Virginia version of the Bermuda Triangle and magically fixed broken motorcycles.

Regardless, I gathered up my tools and beat it out of there, as I had heard of guys breaking down in this event and ending up spending the night in the bogs, and I didn't want any part of that. For a while, the bike ran fine and I was giving some real credence to my Bermuda Bog theory, when she just shut off again.

And once again, I started fooling with the plug, as well as looking for a bare spot on the kill switch wire. But, nothing obvious was to be found. I was considering removal of the ignition cover in an attempt to extend my diagnosis (who am I kidding, I didn't have the slightest idea what to look for), when a test-prod of the kicker brought sparks from the spark plug – again.

I was in the process of stuffing my spare plugs and plug wrench back into my fanny pack when, to my surprise Toni Capretta arrived on the scene. Toni, co-owner of the "Dirt Works" motorcycle shop, which I was racing out of, was herself competing that day, on a Can-Am 200 ASE.

Recognizing me, she stopped and asked, "Having trouble?" Not wanting to admit to my inability to determine what in the heck was going on with my

bike, I told her I was simply changing a plug. "All fine now." I reported, confidently. Yeah, right.

Anyway, considering that we were at a point in the course which traversed several wide, sluggish, bottomless streams – almost like canals – we decided to join forces. Our progress was slow, as we were both quite fatigued. Plus, my bike continued on with it's newly developed habit of cutting out periodically.

However, by working together we conquered one obstacle after another. We took turns scouting good lines through nasty sections, and I even rode Toni's bike through a couple of really gruesome spots. She in turn, helped me to drag the KTM out of some holes, where it had become buried after the ignition shut off, again, and again.

Finally, Toni asked why I was stopping right in the middle of water crossings and mud holes. "If you just keep the gas on," she instructed, "you would probably make it through that stuff". At that point I admitted that the KTM kept shutting itself off and I couldn't figure out why.

"Did you try the kill switch?", she asked. My reply was a blank look. "Those push-button kill switches sometimes short out." she said, pointing to the KTM's bar-mounted switch. I then directed my blank look at the kill switch. Toni reached over, unthreaded the switch's cap and removed the button and spring. "Here," she said, handing me the pieces, "see what it does now".

And, low and behold, no more unplanned ignition shut-downs. Of course, I did unwittingly push on the open socket of the switch a couple of times – with a wet-glove encased thumb – and was rewarded with having my eyeballs rotated around 360 degrees. Guess I should have wrapped some tape around the disassembled switch.

But, with continued perseverance and with my bike now running consistently, we managed to continue on and eventually arrive at the Route 93 river crossing. There, Toni's crew, who had obviously been anxiously awaiting her arrival, immediately surrounded her and issued forth a great outpouring of support and encouragement for her assault on the remainder of the course.

I meanwhile, was left to continue on alone. However, I managed to yet again ford the hazardous waters of the spectator-choked river, as well as successfully conquer the insidious clay bank on the exit. From there, it was a short run back to town, where I hit the scoring barrels and called it a day.

The two laps I had completed were probably good for 87th in the 250C class, or some such sterling finishing position, but that was all the fun I was capable of absorbing in one day. Also, I took home that day a valuable little lesson learned about trailside diagnostics. It may seem simple, but sometimes an obvious solution can be elusive, especially in the anxious and hectic atmosphere of competition. However, I remember the lesson learned to this day and, thanks to Toni, didn't end up having to spend the night in the bogs, for which I am very grateful, in both respects.

Top photo

Ktm riders Andy Poole and Ted Guthrie (the guy with the good looking KTM jersey), join the mass of nearly 500 entrants heading down the main street of Davis, W. Virginia, to line up for the start of the Blackwater 100.



Middle Photo

Ted Guthrie (3rd rider from the left) takes the green flag at the start of another Blackwater 100, on the main street of Davis, W. Virginia.

There were people spectating everywhere, on both sides of the street and even on some the porch roofs of the houses.



Bottom Photo

The Balckwater 100 "Mud Fleas" go into action to haul a Husky to the top of the river bank at the Rt. 93 river crossing. If you look closely at this photo, you should be asking yourself - "where is the rider?"

Could you imagine yourself trying to ride your bike up this steep river bank with the crowd of people shown here at the top?



photos provided by:
Ted Guthrie

Mailbox

3/29/05

I'm looking forward to the "Steel Tank" era book already. Sign me up for a copy! What a great idea! Also, I bought POG member Steve Bollenbacher's 1972 "Piner" last year to I'm officially a real "Pogger" again! Thanks.

Marlon Sellen (NY)

4/03/05

I would like to thank all of our members who have renewed their membership. Many of you have renewed for 2 years or more. On behalf of the POG I wish to thank you for your confidence in the "Group".

From time to time I still get requests for the back kisses of the Penton Owners Group news letter "Still... Keeping Track". The following is an inventory of the issues that are available to our POG members for a price of \$5 each.

Issue #	Qty.	Issue #	Qty.
2	17	14	18
5	46	17	15
6	3	18	11
7	7	21	6
8	10	22	5
9	19	23	6
10	4	24	8
12	16	25	2
13	19		

To order send a note indicating which issue(s) you want, with a check or money order payable to: The Penton Owners Group. Send it to: **"Doug" at: POG**

P.O. Box 756

Amherst, OH 44001

Shipping cost is included with the cost of the issue. Refunds will be made if the issue you ordered is sold out. The refund amount will be applied to your dues. (example: \$5 = 3 months added to due date of your membership).

Doug Wilford, Membership

4/28/05

I just finished spending a few hours measuring and sorting every KTM clutch spring in my inventory. Even though I had numerous sealed bags of springs from old dealer inventories with the part numbers marked on the bags, I found many of these bags had some of the wrong thickness of springs in them and there were many different lengths of springs all mixed up together. This was brought to my attention after I had shipped a set of these springs to (of all places to unintentionally screw up an order) South Africa for a 400 clutch rebuild.

The reason I am writing to tell you this is to let everyone that owns a KTM 175, 250, or 400 know that you could have some wrong springs in the clutch. If you are experiencing clutch "drag" the springs could be the cause of this problem. The springs should be the same wire thickness and length to provide even pressure around the pressure plate. It would be a good idea to check this out the next time you rebuild one of these engines and make it a habit to do so. The mis-match that I found in my inventory tells me that all the dealers received the same mis-match whenever they ordered these springs.

Alan Buehner
Buehner Supply Co.

5/05/05

During a recent business trip, I had the good fortune to spend some time with a group of POG members, based in the Dallas, Texas area. Walter Parks, Bobby Lucas, Skip Miller, and others, were extremely gracious to me, and we spent a great evening together, swapping stories and checking out their extensive assembly of vintage

racers, including numerous Pentons.

This group of Penton riders, and especially Walter Parks, went out of their way to welcome a total stranger into their midst, based simply on the fact that I am a fellow POG'er. I can't thank you enough, guys. It was definitely the highlight of my trip.

Ted Guthrie (Ohio)

5/09/05

Despite sore muscles, time restraints, temperatures in the 30's and an engine failure, the two day "April Michigan Trail Ride" was enjoyable and successful. We started with 9 riders and finished with 5 after covering about 50 miles. The first two loops were wide trails with plenty of whoops. For the next loop we rode on narrower trail with few whoops but had to go over some downed trees. Those that enjoy a tight trail had their fill on the last loop. A light snowfall had partially covered only the ground on either side of the trail. It was a pleasant way to end the two days of riding. Everyone is ready to return for more trail riding in Michigan.

Ted del Solar (IL)

5/19/05

Ted del Solar asked me at the POG meeting to look and see if I had any photos of myself from the 1987 Blackwater and if I did, to drop them in the mail to you. So, without hunting a whole lot through piles of old photos, I was able to come up with these 2 of me on the starting line. The quality is not so good on either one, but I am sending them your way per Ted's request.

Thats me pushing the Can-AM 200 ASE.

Toni (Proffer) Roach, OH
Thanks for the photos, Toni. We are printing only one them to

share with our members. We can see in this photo why you are pushing and not riding that bike. It is almost as tall as you.



Toni Roach (OH) pushing her Can-am to the starting line of the 1987 Blackwater 100

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 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

PENTON 2005 CALENDAR
only \$15 including postage. Mail to P.O. Box 191, White Cottage, OH 43791
Randy Kirkbride (OH) 740-819-4481

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

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

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Meeting minutes have been removed from this document.



PENTON OWNERS GROUP

THE WAY IT WAS

by Al Born

80 YEARS AGO- 1925

John Penton was born on Aug. 19th.

60 YEARS AGO-

Spring of 1945---John Penton joined the U.S.Navy.

55 YEARS AGO-1950--

Tom Penton was born on May 19th.

45 YEARS AGO-1960--

The Columbus Star listed Al Born riding a 650 Triumph winning the heavyweight class at a Scramble race at Mansfield, Ohio, followed by Jerry Chadima on a BSA and Harold Eckert on a Norton. To show how things have changed, the 0-175 class was led by Parilla, Parilla and an NSU. The 200 class was swept by Triumph cubs, the 250 class was led by a Matchless, Jawa and a Maico and the 500 class was led by a BSA, an AJS and an Indian.

One week later Al Born placed 2nd to Bobby Worden, both riding 650 Triumphs at Medina, Ohio which is now known as Smith Road Raceway. John and Donna were married on May 27th.

35 YEARS AGO--1970--

On April 5th, Cycle News showed that the Curly Fern Enduro in Whiting, N.J. had Tom Rossi on a Penton winning the 125B class and that the 125A class was swept by Penton riders Doug Wilford, Gordon Razee, and George Cunha. John Penton on a Penton was reported to be doing very well until right near the finish when he suffered from a piston failure. Cycle News reported that on April 12th, at the Lonesome Pine Enduro near Bristol Va. that Doug Wilford on a Penton was the 100-200 class champion and that Warren Taylor of Atlanta placed 2nd in his class, also riding a Penton. Also on April 12th at

a MX at Stormstown, Pa. Chris Berg won the 125 amateur class and Gig Hamilton placed 2nd in the 125 Expert class on Pentons. Also on April 12th at a Hare Scramble in Lagrange, Ohio, Al Born and David Freeman placed 1st and 2nd respectively in the 100 class and Bo Rhodes and Bill Crosley placed 3rd and 4th in the 125 class, all riding Pentons. Also on the same date, Dallas York won the 125 class in a Scramble race on his Penton at New Philadelphia, Ohio.

On April 19th, Jeff Penton on a Husky was the overall winner of a Hare Scramble at E. Palestine, Ohio and brother Jack won the 125 class on a Penton and was second overall. On April 26th, Al Born was the 100 class winner with Eugene Freeman in second place, both riding Pentons at a Hare Scramble at Norwalk, Ohio. On April the 30th, Penton Imports was incorporated. On May 24th, the results from the Little Burr Enduro showed Bob Fusan as the overall winner on a Husky and John Penton on a Penton was the Lightweight champ. Lenny Keen won the B Bantam class on a Penton and Kenneth Keen and Robert Robison placed 3rd and 4th in the B Lightweight class and Ray Kussmaul and John Buffalo finished 2nd and 3rd in the A Lightweight class, all riding Penton motorcycles. Also on May 24th, the Cleveland Competition Clubs MX action near the Cloverleaf Speedway showed Dane Leimbach winning the 100 class with Billy Byers placing 3rd on Pentons. Also it listed Dallas York on a Penton finishing 2nd to Jack Horinek who was riding a Yamaha. On May 31st, the results from a Scramble race held near Pittsburgh,, Pa. showed Ed Feree placing 2nd in the 100 class and a "Kid From Mars" placed 4th in the 125 class, both riding Penton motorcycles.

On the front page of the June 2nd

issue of Cycle News, there was a bulletin showing Jeff Penton on a Husky as the overall winner of the Berkshire 2day Trial on May 16 and 17th. The Penton team consisting of riders Leroy Winters, Doug Wilford, Jack and Tom Penton won the Manufacturers Team trophy, all winning gold medals as well as did Dave Mungenast, the team alternate. John Penton finished with a silver medal. The event drew nearly 400 riders but only had 10 gold medal winners.

An article written by Doug Wilford appeared in the June 2nd Cycle News telling about a lot of problems with the State Patrol at the Burr Oak National Enduro that was held on May 3rd. The Patrol forced some of the riders to go straight to the noon control but club members finally convinced them to let them finish the run, even though some riders had already loaded up and headed for home. Results of the Enduro submitted by Wm. Maxey showed that John Young was the Grand Champion and that Ray Kussmaul and Tim Hoffman on Pentons were their respective class champions. Another article in this issue also written by Doug Wilford told about the Hill and Gulley 100 mile Nat. Enduro at Blooming Valley, Pa. showed the following results: Jack McLane was the overall winner, beating John Penton on a Husky at the emergency check. The 100 B class was won by Robert Helborg, Jack Penton won the 100-200 B class and in the 100-200A class, Ray Kussmaul was 1st and Ray Terwilliger was 3rd, all on Pentons and Jeff Penton won the 250B class on a Husky.

25YEARS AGO--1980--

Cycle News declared John Penton as the "Motorcyclist of the Decade".



PENTON DISPLAY at AMCA, OLEY MEET

The annual Antique Motorcycle Club of America show and meet was held at Oley, Pa. on April 29 & 30th. A POG display was set up by Lee Buffenmyer (PA) and Rob Shofstahl (PA). The POG E-Z Up was loaned to Lee at the York, PA swap meet in early April so that he would have it for the Oley, PA meet.

This was the second year for a POG display at this event. Last year, Ed Youndblood set up the display.

For our members who are not familiar with the AMCA, they have restrictions on what bikes and parts are brought into their events. All bikes and parts must be 35 years or older. The inside part of the event is where the bike judging is held and there are always a large variety of meticulously restored motorcycles on display. The outside part of the event is basically a swap meet for bikes and parts with the POG display being the exception.

There were 3 Penton motorcycles put on display: Rob's 1972 Jackpine (to represent our 2005 the year of the Jackpiner) and Lee's 1975 Six-Day and 1973 Berkshire Hillclimber.

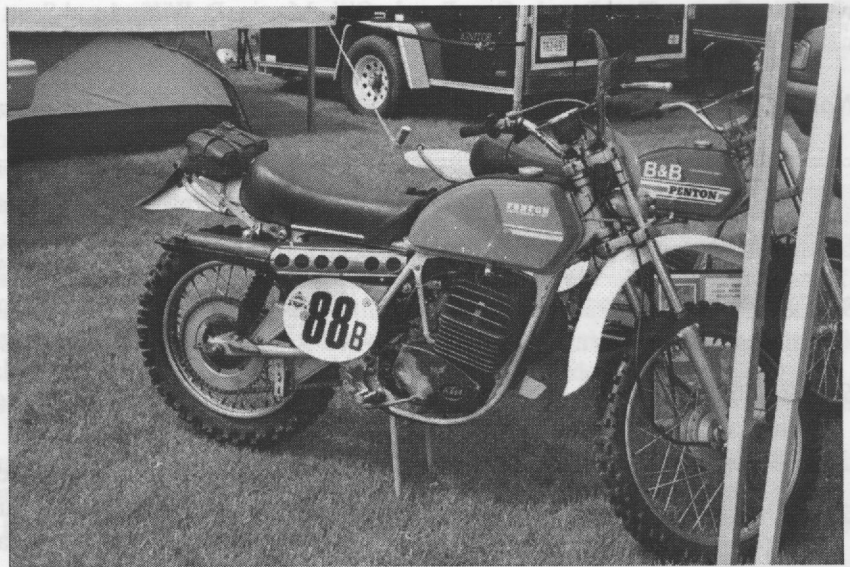
Friday was a very busy day and they had many good comments on the POG display and the Penton bikes in general. They also had people thanking them for bringing their bikes out and putting them on display.

Saturday they had rain but still had a good amount of people coming in under the POG tent. They were busy both days handing out POG literature. Lee said "I think we jogged a lot of peoples memories that weekend".

Top photo -
The POG display

Middle photo -
standing left - "Buddy Lee" in enduro trim getting ready to ride Lee's 1975 Six-day.
standing middle - Jerry Casciero
standing right - Rob Shofstahl

Bottom photo -
Rob Shofstahl's 1972 Jackpiner enduro.



Photos by Lee Buffenmyer