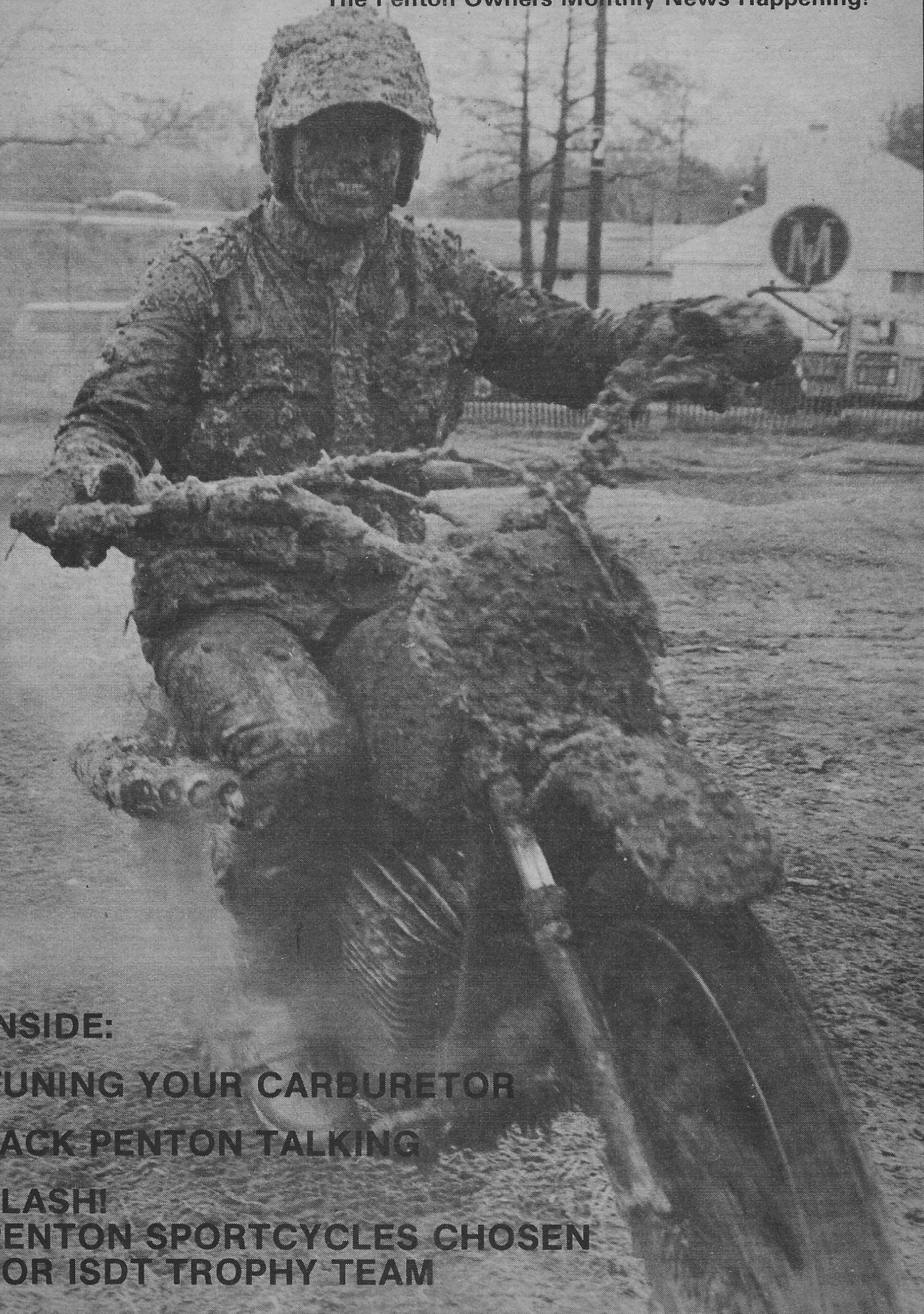


NO. 4 MARCH 1973

Keeping Track

The Penton Owners Monthly News Happening!



INSIDE:

TUNING YOUR CARBURETOR

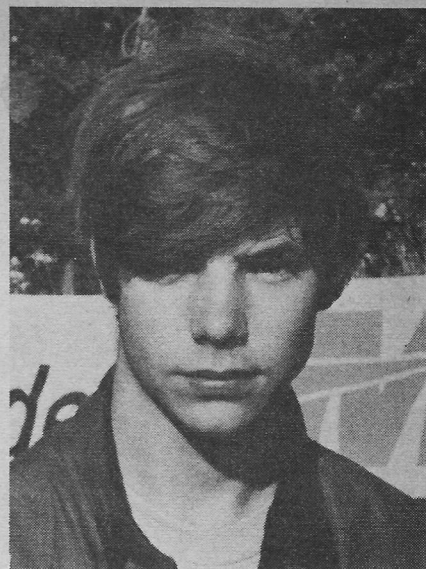
JACK PENTON TALKING

FLASH!

**PENTON SPORTCYCLES CHOSEN
FOR ISDT TROPHY TEAM**



From One Penton to Another



Jack Penton, son of John Penton tells it like it really is. What's it like to be the son of a famous enduro star, a successful business man and the creator and designer of the Penton cycles. Are the demands put on you too much? Are his expectations of you out of reach? Is there anything on his mind other than motorcycles? How do you see him?

There are some things that are just as much a part of people as their arms or legs and I honestly believe that pride is as much part of the Penton heredity as their height and other similar characteristics. As I was talking to Jack about his relationship with his father, I could sense the pride and admiration Jack has for his father and the Penton name. And rightfully so, I might add, but sometimes when it's right in your backdoor, it can be taken for granted. But not so in this case. It just seemed a natural reaction, when I ask Jack how he felt about being the son of John Penton. Mixed in with this pride, I sensed a defensive or protective reaction. I can only surmise this reaction is a warning to the intruder to beware or prepared to fight, if you should hint or speculate that everything might not be above board or challenge the Penton name.

When discussing with Jack about how life was when the Penton

motorcycle was just a vision in his father's mind, he seemed rather nostalgic in relating to me the times his dad would put the whole family on his motorcycle and take them for rides through the woods or instead of going to the fair every year, the big event for the Penton family was the Jackpine enduro. Going to the big enduro events was a family affair and not to be taken lightly, as it was a guaranteed good time for mama, papa and baby bears.

The drive, enthusiasm and dedication possessed by John Penton amazes Jack to no end. He says, and I quote, "The guy's unbelievable, he just never quits." Not for one minute does he take his father's accomplishments for granted. He looks at him the way everybody else does in that sense, amazed and astounded at the force that drives his father.

Jack got his first bike at the age of 11, a Hansa 100 at which time he

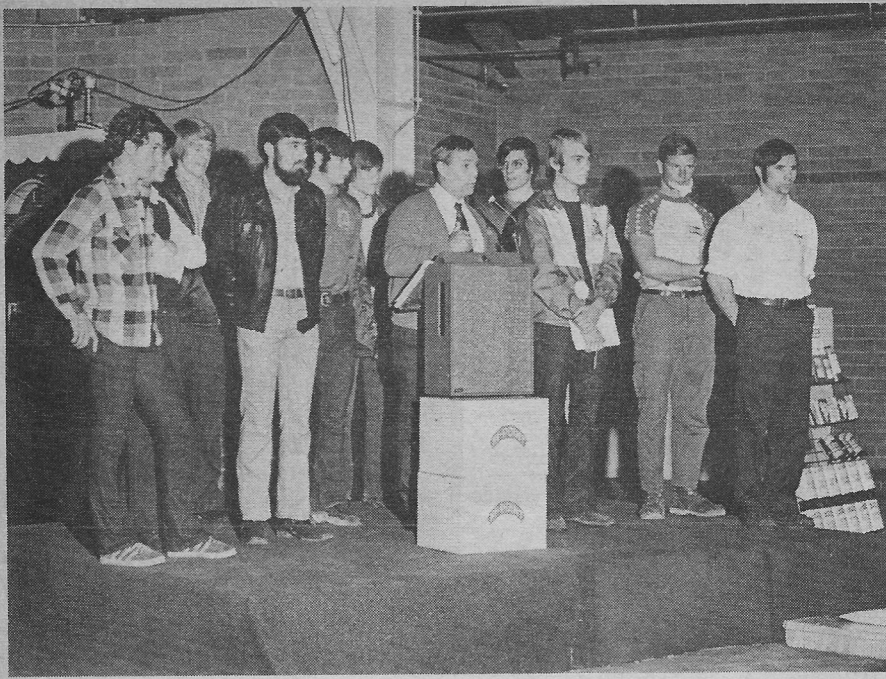
started racing. I don't have to tell you about Jack's riding ability, a three time Six-Days rider, a motocross wiz, last year's trials champion and winner of the Piney Woods National enduro, etc. etc. etc. I ask him what motivated him. He tried to explain to me this strong desire to win. This competitive nature about him seemed as natural as his pride. He has instilled in him that if you're going to participate in a sport, in any sport, reach for the top, don't sell yourself short in settling for second place, if you can be first. In that respect I could see his father coming through. That competitiveness about the Pentons is something you could only realize if you raced with them, or if you could have one of them relate it to you the way it was related to me. As for Jack's riding, he feels his father is a great inspiration to him and because of him, it makes him want to win, but they each have their own



Jack and riding his riding partners, brother Tom on left and brother Jeff on right.



Jack competing in a local moto-cross.



Attending Penton Service School were U.S. Trophy Team members and other area Penton riders. From L to R: Mike Kane, Carl Cranke, Joe Barker, Bill Uhl, Jack Penton, Kevin Piasecki, John Penton, Dane Leimbach, Mike Terry, Tom Penton & Jeff Penton.

riding style. Jack has great respect for his father's enduro accomplishments and thinks his dad can still beat the best of the lot. Jack feels there is much he can learn from his dad about enduro riding but states that his father doesn't tell him how to ride. When participating in a race together, it's every man for himself. Jack doesn't feel like he's competing with his father, but that his father is just another rider he's trying to beat and I'm quite sure that's vice versa. He claims his father never criticizes his riding, but may at time offer suggestions. He also says his father never went to bat for him. Jack says half the fun of racing is going up afterwards and fighting for your score. His father thinks if your old enough to race, then you should be able to fight your own battles.

Jack knows that being the son of John Penton afforded him the opportunity that few have. He gets to meet people, that he would normally not have the opportunity to meet. He admits that with the introduction of the Penton motorcycles, it took a lot of his father's time. But he also says that his father has made it easy for his brothers and himself to get involved with racing, in as much as a motorcycle was available to them. But that's all, as far as being easy. John, firmly believes that if you work for something and put yourself into it, that you will appreciate it much more. Jack, races a Penton, yes, but it didn't appear under the

Christmas tree with a big red bow on it. It was loaned to him as long as he wanted to ride it, and if he doesn't want to ride it, that's fine too, but the Penton goes back to its original owner. Jack firmly states that his father doesn't insist that he race, that's completely up to Jack. If Jack should choose not to race, his father would be disappointed, but that's all. It so happens that motorcycling and racing is as much a part of Jack as it is father John.

Jack, 18 years old and a recent graduate from high school, works for his father. I ask him about his place in his father's business and Jack put it like this. "With dad, you start at the bottom. This week I might be sweeping the floors and if I prove myself worthy of that, then next week I might get to hold the dustpan. And that's the way it goes. If I wanted to work someplace else, I could, but as long as I'm working for my dad, I get no special privileges. I ask Jack what stipulations his father put on him. I figured there would be a list a mile long and was really surprised when Jack said, "Keep my hair cut and stay out of trouble." He laughed a little and commented that it didn't seem all that unreasonable, I was inclined to agree with him.

Being Jack Penton at any age or under any circumstances has always been rewarding in as much as being the son of John Penton has always meant understanding, patience and a sense of well being.

PENTON DEALERS SERVICE SCHOOLS

This past month Penton East and Penton Central conducted two day Service Schools for the dealers in their areas. This is just one more way we try to keep our Penton dealers informed on up-to-date servicing of machines and what's new and available to our Penton owners.

Special attraction for the Penton East dealers was the presence of the U.S. Trophy Team. They offered the dealers invaluable information on engine work and machine preparation for trials, enduros, moto-cross or what have you. In addition they offered information of special riding tips and techniques that could be passed on to you.

John Cobb, our chief mechanic and Service Manager conducted the classes on engine repair and maintenance.

Russ March, Director of the American Motorcycle Association was on hand to give a speech on "Motorcycling Today." Another highlight at the Penton East Service School was the presentation of the very first Husqvarna brought into the United States to John Penton. Presenting John with the motorcycle and great honor was Mr. John Guiffre of Classic Motors of Sayville, New York.

John Penton and John Cobb traveled to Penton Central to assist J. R. Horne and Jeff Penton in the Penton Central Service School.

1973 AMA NATIONAL MOTO-CROSS CHAMPIONSHIPS

Dates have been announced for the 1973 AMA National Moto-Cross series. The series consist of 11 events starting in Daytona in March and concluding at Talladega in September. Purse money totals \$60,000 and competition will be both the 250cc and open class.

Defending 250cc champion is Gary Jones, while Brad Lackey is the open class champ.

- 3/10 Daytona, Florida
- 5/6 New Orleans, La.
- 5/13 Hialeah, Florida
- 5/20 Memphis, Georgia
- 6/2 Atlanta, Georgia
- 6/10 Laurelville, Ohio
- 6/17 San Bernadino, Cal.
- 8/12 Whitney, Texas
- 8/18 Pocono, Pa.
- 8/26 Sligo, Kentucky
- 9/1 Talladega, Alabama

RESEARCH
DEVELOPMENT



LET'S DO IT RIGHT

by john cobb

CARBURETION

We have three different types of carburetors on our motorcycles.

100cc & 125cc — 27mm Bings

175cc — 30mm Amals & 30mm Bings

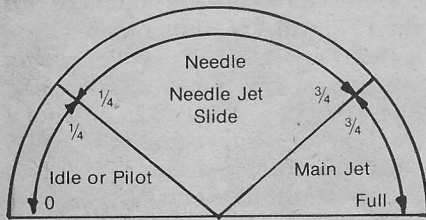
Before we start talking about "How to Jet Carburetors", let's see if this is where the fault lies.

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.

Your ignition coil may also be faulty and when the bike is warm, it could cause loading up, making you think it's carburetion, when in fact it's a bad coil. If it's a Motoplat, have your dealer check the coil and stator and if it's a points system, check out your condenser.

Now let's get into Carburetion.



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 idel, 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 to lean, you may get the same effect. **Be careful about jetting.**

What a lean condition is, 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, rod failure, to name a couple.

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 is:

New Bikes:

#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 needle

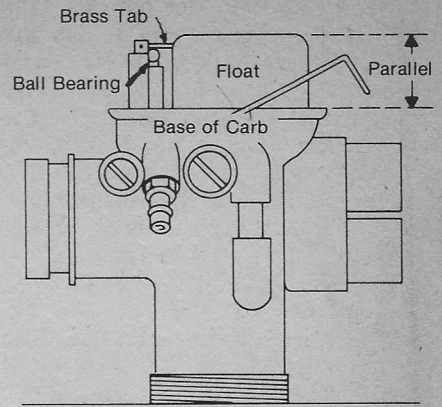
#2.73 needle jet

#140 main jet

#35 idle jet

If you use 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 on 100, 125 and 175cc engines using 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.



On the 175cc engines, we have two different carburetors. 1. Amal, 2. Bing.

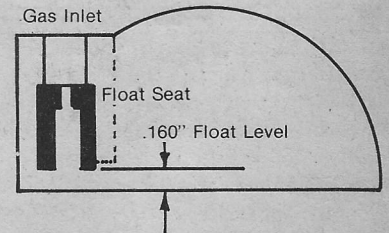
First, we'll go over the Amal. This is the jetting we use and have found it to be the best.

#105 needle jet, large opening to top

#2 long needle

#240 or 260 main jet

#4 slide



The float is set .160" from the top of the float bowl to top of the float bowl seat. Note: To set float level, your dealer should have a float level plug.

If you have a float level plug, remove gas inlet and strainer, insert it in the float needle seat. Turn the float bowl upside down, making sure the plug stays in place. Now heat the outside of the float bowl around the float needle seat. With a small punch or round dowel, push down on the bottom of the float needle seat. Push until the float needle seat bottoms against the leveling plug or until you reach .160" without the plug from the top of the float bowl to top of float needle seat. Note: If your carburetor has a plastic float bowl, then the float level is already set. Now when you reassemble the carburetor, you may find that when you start the bike, you cannot tickle it. This is because the tickler bottom does not hit the float, preventing the gas to flood the carburetor as it should. If this is the case, your dealer should have in stock or can order a

different style tickler bottom. This tickler has a longer reach, plus it is built different to keep mud and water from getting into the carburetor. The part number for the tickler assembly is No. 622-172. We also have a brass float needle with a neoprene tip. This controls the flow of gas better than the nylon one. It doesn't bounce around as much. The part number for the brass float needle is No. 622-197.

The other carburetor on the 175cc is the 30mm Bing. We have found the best jetting for the Bings is:

needle position — 3rd notch
needle jet — 2.73
idle jet — #30
main jet — #150

If the engine is pinging in the mid range, or any range, it's lean and should be richer:

needle position — 2nd notch
needle jet — 2.76
idle jet — #35
main jet — #155

For the best results on any of the Penton sportcycles a premium fuel that is leaded should be used.

PENTON PHOTO CONTEST

All right all of you camera buffs, now's your chance to prove your skill and show us your talent.

It's a photo contest. Not just any photo contest, but a Penton Photo Contest. We're going to award a \$25.00 gift certificate to the person who presents us with the best Penton photo. For the second best Penton photo a \$15.00 gift certificate and for the third best Penton Photo a \$10.00 gift certificate. Use your own good taste and creativity.

Requirements for photographs are, it must be at least a 5 x 7 picture but not larger than 8 x 10. It has to be a picture taken by you and it has to have a Penton in it. Photographs will be judged on quality, content and the degree of difficulty. Judges for the contest will be well known motorcycle photographer, Mr. Jerry West and our motorcycle expert Mr. John Penton.

No photographs will be returned. Photos used for publication will be paid for at our current rate for ad photos. Winning photos will be printed in the Keeping Track and given the proper acknowledgement.

There is a limit of three (3) photographs per person. Deadline for the Photo Contest is May 1.

PENTONS TO LEAD ISDT EFFORT



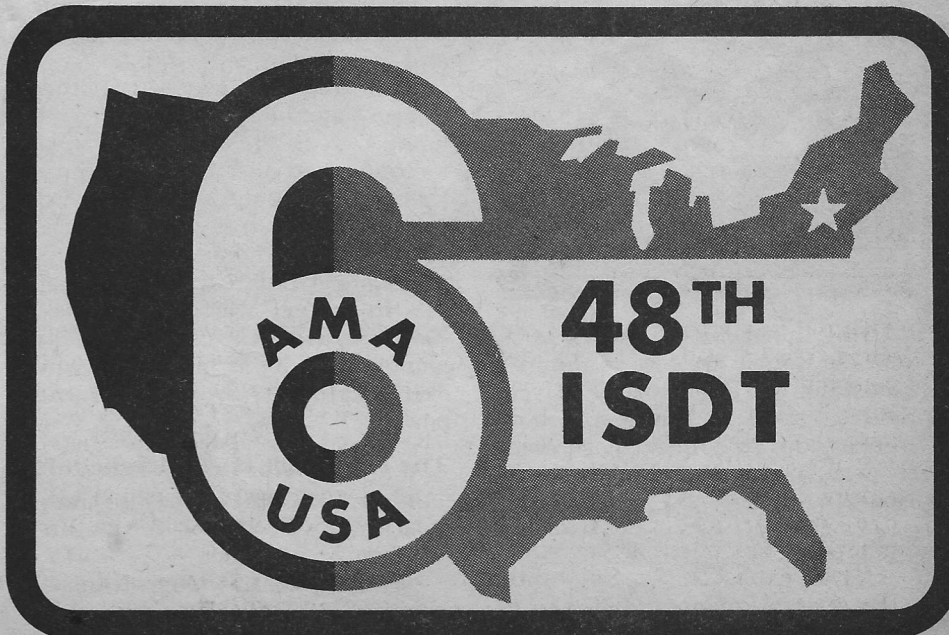
With our Penton Service Schools over with and a couple of the Trade Shows out of the way and getting into the full swing of 1973 with enduros, trials or what have you, it's just about that time again when we start focusing our attentions on the International Six-Days Trials. As you probably already know, the ISDT is being held in the beautiful Berkshire Mountains in Massachusetts in September. We feel a definite advantage this year to finally be able to compete in our own home lands and hopefully we'll be able to use this advantage to put us in the top position. It has always been my long time dream for the United States to win the Six-Days Trial and each year we get a little closer to doing this. This ambition

has dominated my thoughts even more so these past two years, because of the selection by the AMA of the Penton sportcycles for the Trophy Team mounts.

Again this year I am very proud to announce to all of our Penton riders and owners that we will once again lead the way in this year's ISDT. The AMA chose the Penton cycles because of our past performances in ISDT competition. We have worked hard for our position in international competition and plan to continue this full scale effort so the United States and Penton cycles can be number one.

The riders for the Trophy Team have not been decided on as of late; they will be determined after this year's 2-day qualifying trials for the ISDT. I can tell you though, that some of the riders in contention for a spot on the Trophy Team are, Carl Cranke, Bill Uhl, Dane Leimbach, Tom Clark, Doug Wilford and my three sons Tom, Jeff and Jack Penton.

This is really all I can tell you at this time. In next month's issue we'll have a run down on the riders and more particulars about the up and coming ISDT competition.



MOTO CROSS TALK

START YOUNG, GO FAST & RIDE PENTON



16 year old Gary Younkins of Hubbard, Ohio doesn't seem to have too much trouble with the combination of starting young, going fast and riding Penton. This seems to be what it takes for him as in his very first year of sportsman competition, he won fifteen first's, five seconds, and four thirds in moto-cross racing and hare scrambles. Gary rides for Bob's Cycle Sales in Vienna, Ohio and they have expressed great faith in his riding future. Congratulations Gary.



Using this same philosophy is 16 year old Robbie Burgess of Metarie, Louisiana, son of Competition Cycle Sales owner Don Burgess. Robbie rides a 100cc Penton and most recently won his class at Rio Bravo at Houston, Texas.

Move over Robbie and Gary and make room for 15 year old Mike

Hartley, of Warner Robins, Georgia — he flies. Mike, in three races, has won, on his 125cc Penton, seven first and two seconds in nine heats, giving him three first overalls in the 125cc Class. Not a bad days ride. Beware you Georgia riders, it seems Mike is the guy to beat, but you better eat your Wheaties before you give it a try.

C. T. CYCLE RIDERS SWEEP 125cc CLASS

C. T. Cycles in Montrose, Pa. celebrated quite a victory at the Square Deal Riders Snow Scramble in Belden Hill, New York. In the 125cc Class Marty Patsellis took first place on a Penton, Grant Smotwell took second place on a Penton and Jim Jackson took third place on a Penton. All three riders from C. T. Cycle. Not a bad day.

NANCY THOMAS, REALLY FLYS

Nancy Thomas of Applegate, Oregon really gets it on with her 125cc Penton. Here is a reprint from the local newspaper in Oregon.

FEMALE RIDER RIPS MALE MOTO FIELD

Nancy Thomas of the Applegate, aboard the super quick Penton, made a shambles of the 125cc junior class Sunday at the Medford Motocross Park.

After some difficulties, including locking handlebars with other riders in the first moto, Mrs. Thomas came back with wins in both the second and third motos.

Much to the chagrin of the other riders, Nancy took immediate command in both the second and third motos and to add insult to injury, riders following the female rider had to stare at a strategically placed smile on Mrs. Thomas' britches.

Despite a rough track and deep ruts in several areas of the track, Nancy outdistanced her male counterparts by using finesse and skill against brute strength and power.

The 1973 INTER-AMA Schedule

July 1, 1973, Salt Lake City, Utah
July 6, 1973, Los Angeles, California
July 15, 1973, Lawrence, Kansas
July 22, 1973, Toledo, Ohio
July 29, 1973, Unadilla, New York

ENDURO- TRIALS TALK



PENTONS WAIL AT LITTLE HARPETH

The second national enduro of the season, the Little Harpeth National was a tuffey and only the strong survived, that being 12 lone finishers. Jack Penton netted the second overall position and the 200cc Class on his 175 Penton. Doug came in right behind him for the third overall position and the 125cc Class on his 125 Penton. Following Doug for honors in the 125cc Class was Tom Penton, Dan Young and Paul Danik all riding Pentons. Other Penton winners were Ed Schmidt, Jr. taking second in the 125 "B" class and Lenny Keen, Sr. winning the Senior Class.

All in all another great victory day for Pentons.

FROM "B" TO "A" IN 3 EASY LESSONS

Enduro riders rarely get any attention or publicity. It seems like the press just doesn't make a big deal of it like they do road racing or moto-cross. But, if any of you guys have ever ridden an enduro, and I'm sure most of you have, you know that it is a big deal. If you win your class or come in second or third, you know you've done a good days work.

It has been brought to our attention that Paul Danik, who rides for J & D Engineering in Valencia, Pa. has put in a couple good days riding enduros. Paul just started riding enduros this past summer and in just three enduros he became an "A" rider. On the most part it takes a couple of years to become an "A" rider., so you can imagine how proud J & D Engineering and Paul Danik must be. Paul rides a Penton and has won his class at the Cayuta Enduro, Rose Capital National Enduro and Hocking Valley and came in second at the Mt. Logan National Enduro and Alexander Moonshine National Enduro. Congratulations Paul, from the looks of things, I'm, sure we're going to hear more about you in the future.

Stop by the Hi-Point rack and oil up

The oil that powered more machines to National Enduro wins in 1972 than any other oil. Bill Kain won the National Enduro Championship using Hi-Point oils exclusively. Hi-Point also won more 2-day ISDT qualifiers in '72 than any other oil. When it comes to competition and your engine's performance and protection, you will find no better than Hi-Point. Hi-Point is factory approved for all Penton sportcycles.

Stop by your Hi-Point dealer and try a six pack of Hi-Point. You will never go back to another oil.

FLAT PROOF

Puncture proof your tires from nails, thorns, etc. A must for all off-road riders. Don't be left halfway with a flat tire.

HI-POINT SILICON FORK FLUID

The finest fork fluid available for motorcycle competition forks. This new fork fluid withstands all temperature fluctuations without losing its viscosity. Designed for the rider who demands the ultimate in fork action.

DELUXE CHAIN OIL

Synthetic based chain oil of the highest quality designed specifically for motorcycle chains that are used in competition events, such as enduros. A premium chain oil that will assure you of a smooth running chain in the most strenuous of events.



TWO-STROKE OIL FOR INJECTION SYSTEMS

This quality two stroke lubricant can be used in all oil injected engines. Offers protection against corrosion, keeps piston rings clean and free, keeps parts free of carbon and eliminates spark plug fouling.

TRANSMISSION GEAR LUBRICANT

A multigrade transmission lubricant made to reduce wear and friction in all cycle transmissions. Designed and formulated for year around use and offers protection against rust, foam and gum build-up.

HI-PERFORMANCE FORK OIL

Compounded to give three times the anti-foam protection of oils commonly used. Polymer thickened to ensure uniform viscosity under high frictional heat, guards against rust, corrosion and wear.

OWNERS MAIL CALL



Gentlemen:

Hello from the "Brookings Territory". My son and I enjoy reading your Penton News. Please continue your fine work.

Mr. John Cobb a fine flair, wish we had it printed on a gloss sheet for filing in a notebook.

We have started a racing team, mother is in charge of gatorade, I am pit boss while John carries the Penton colors. Last year he loaded up on brass with a 125 Yamaha MX. Now he is going new explosion on his new '72 Penton. Wow! Super power. He was grounded after his first time in moto-cross for further practicing, as he spent more time flying over the handlebars. Now after a few months of practice, he was ready last Sunday, Feb. 18 at the Pistol River Moto-Cross. John pulled a 2nd place in the Mens B Main without a crash and each moto, the last off the line.

We need help as the Penton is still super quiet even with the outer baffle removed and we think that this allows the other open expansion chamber bikes to drown out John's Penton, which seems to alter the machine's feel on when to shift, regardless of either in gear or dead engine starts. Also John is 15 years old and weighs in at 115. John is always last on a dead engine start because the kick starter is to hard to turn over. We are open for suggestions.

Thank you,
Mr. J. C. Waller

Brookings, Or.

Dear Mr. Waller:

We have found the best thing for dead engine starts is practice. The thing to remember is not to get too

excited and try to have the machine start the first kick. The riders around here never remove the muffler and find it an advantage to them when passing, as the person being passed sometimes never knows your back there. This makes your job easier, as we all know everybody becomes a racer when being passed. The muffler does not alter performance, but should be kept clean of carbon and dirt.

John Cobb

Dear Sir:

Your article on piston wear was very good. I wonder if you would be willing to describe, in detail, the various changes and additions necessary to prepare your Pentons for the ISDT competition? I believe this information would be of interest to others, who, like myself, are serious enduro riders.

Secondly, the frame struts running from the rear of the engine up to the front of the seat on my 1972 125 Penton crack and break frequently. Are these struts necessary or can they be left off the machine without weakening the frame? Thank you.

Mr. Terry J. Hendricks
Tabor, N.J.

Dear Terry:

In the near future we will do an article showing how the Trophy Team gets ready for a big event. The frame struts on your Penton, if it's an early 1972 model, are necessary, if you do a lot of hard riding on your machine. The later model Pentons do not require these struts. When installing your struts, pay particular attention to the way the bolt holes line up. When being installed, there should be no binding on the bolt. File or redrill the holes if necessary, and your trouble should clear up. Be sure your engine bolts are all secure too.

John Cobb

Dear Sir:

I am taking the time to tell you Penton has to be the best. I looked at all the 125's there were and the only words that came to my lips was Penton. It's a fantastic bike, because it comes ready to go. You don't have to do a bunch of work to it. It goes quite fast stock. I love it, and plan later on, when I get good enough, I'll get one of those super trick 250 KTMs. God, I can't wait to see it. If it's anything like the 125 & 175, look out Suzuki, Husky, Maico cause here comes Penton. I've had my Penton not too long, raced it five times and have finally got me a third place trophy on my fifth race. Thanks for Penton.

Your friend,
Ricky Marin

Roseville, Cal.



THE QUALITY LIGHT- WEIGHT MACHINE FOR THE OBSERVED TRIALS RIDER

Add another two-day ISDT qualifying trials to your schedule. June 30 and July 1 is the date for trials and is being held in Laurelville, Ohio. For more information and entry blanks, write to Salt Creek Motorcycle Club, Rt. 1, Laurelville, Ohio 43135.



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