

TRACKS

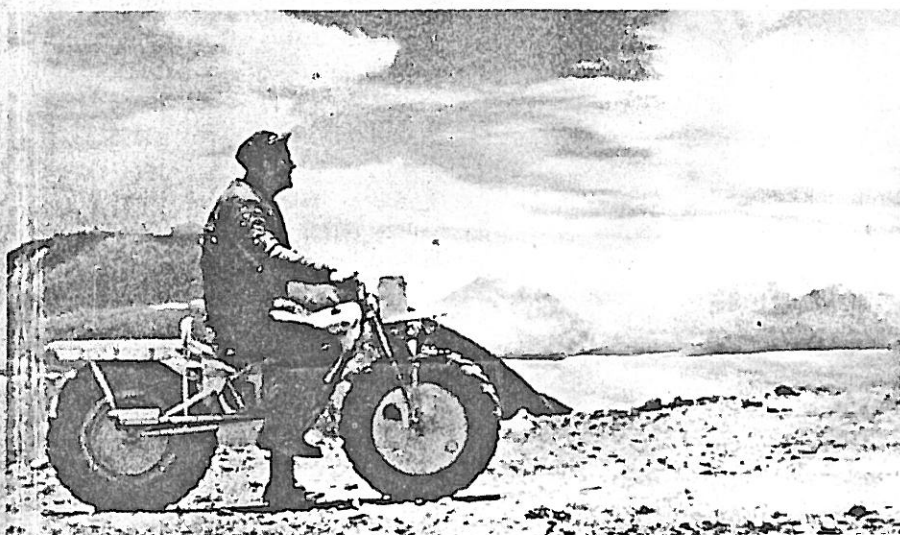
TRAIL-BREAKER[®] goes anywhere



VOL. I NO. I

FEBRUARY I, 1969

Trail-Breaker is on the Move!



VISIT TO A SMALL PLANET? A view of the world taken some 17,500 feet up in South America's Chilean Andes. A party of geologists from the Exploration Division of Texas Gulf Sulphur took two Trail-Breakers as high as 20,000 feet and reported no trouble. When this photo was taken the temperature was 20° and the wind was gusting to 70 mph!

Do You Fit the Profile of the Average T-B Owner?

Last year we decided that we would like to know more about the average Trail-Breaker owner. We sent out inquiries to every owner we knew of, including those who had purchased Mk I and II machines from the old manufacturers, Nethercutt Industrial Corp., of Sylmar, California.

We learned lots of things:

- * The average age of the owner is close to forty, with a few in their sixties and a sprinkling in their teens.

- * Most use their Trail-Breakers from spring through late fall, getting off

only when deep snows make going difficult. (Our new sprocket cleaners make travel in snow far easier, by keeping the groove between wheel and sprocket cleaned out.)

- * The majority (barely) use their machines for sport. Lots say they ride trails and remote areas weekly with clubs of fellow sports lovers. Close behind are the ones who make their living with the Trail-Breaker; lumberjacks, ranchers, timber and pipeline cruisers, trappers, surveyors—even

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Sales Boom Brings Shift to New Plant

Trail-Breaker has moved to New Hampshire.

All manufacturing facilities of Rokon, Inc., have been set up in Keene, N. H., some 40 miles east of the old plant in Wilmington, Vermont.

Primary reason for the move, said Rokon President Orla W. Larsen, was the pressing need for growing room. The new plant is larger, more modern and laid out for increased efficiency.

The move was accomplished by Jan. 20 and Trail-Breakers are rolling daily out of the new plant bound for customers all over the free world.

Another benefit accruing from the move will be faster shipping for parts and machines. Keene, situated in southwestern New Hampshire, is a terminal point for several trucking companies. In addition, it has an airport and thus parts ordered to be shipped by air will save at least a half-day.

Increasing acceptance of the Trail-Breaker—and thus increasing sales—dictated the move. Dozens of new dealers are now selling this toughest of all workhorses, and customers everywhere are devising new uses daily for it.

The new plant will make it easier to boost production. Along with space

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TRAIL-BREAKER goes anywhere >>>

Published by
ROKON, INC.

160 Emerald Street
Keene, New Hampshire 03431

Hello!

Welcome to TRACKS. This is the first of a series of newsletters designed to tell you more about us, to provide tips and hints about riding and maintaining your Trail-Breaker in the field, and tell you about some of the more exotic uses to which our machine is put.

With regard to the first part, of course the big news is Rokon's move to Keene, N. H. All details are given in our story on Page 1.

Secondly, in the column Reggie's Rules, Page 3, our plant foreman gives some of the maintenance tips and riding hints he has gathered in his years of trouble-shooting (and sailing over the handlebars!)

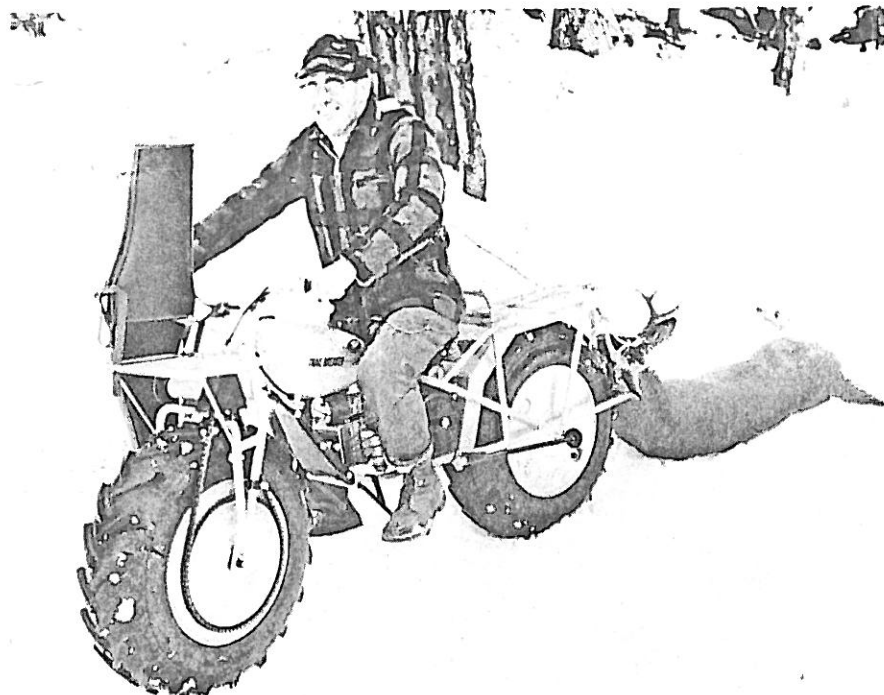
TRACKS will also tell you about the Trail-Breaker in more exotic locales, and their uses. The big map on the wall has had some pretty remote pins in it, and what they're doing there makes for interesting reading.

So far this is all about us. But this is where you come in. If you come up with an unusual use for your Trail-Breaker, let us know about it! Send us pictures! If you think your neighbor's 18-year-old daughter would look great seated on a Trail-Breaker in a bikini, we'd probably think so too!

There you have it. We hope you will enjoy TRACKS.

Failing that, we hope you will be kind enough to tell us why you aren't enjoying it. We'd even enjoy hearing a kind word or two occasionally.

Thanks for listening.



HOME IS THE HUNTER—And this time he's bringing meat for the table. The successful hunter is Wayne Williams, postmaster of the Jacksonville, Vt., Post Office, and the deer was a nice fat six-pointer. Note Williams' rifle scabbard mount.

Guns & T-B — Update that —A Fine Mix Old Machine

If Wayne Williams (see photo above) can haul in his deer with a Trail-Breaker so can you—just as easily, too!

Hunters and fishermen—sportsmen of all sorts, ages and areas—have found that this rugged little machine is ideal in the back country inaccessible by any other means of travel. And when you get your trophy, how simple it is to get it back out where others can admire it!

You can compress a day's rugged backpacking into a pleasant hour's jaunt on your Trail-Breaker—and once you try it you'll think up lots of new uses for your T-B. (Do you really like to mow lawns on foot?)

Vern Herman out in Salmon, Idaho, saved himself lots of hard work by using his Trail-Breaker to beach a seven-foot sturgeon (!); and Bart Jacob of Jamaica, Vermont, packed his 1200-pound moose back to base camp in Newfoundland in two trips.

Got an old Mk II Trail-Breaker lying around the house gathering dust because it's not in running condition? There's a quick solution.

All parts needed to update the older models—even the ones manufactured in California before 1965—are available from the factory at 160 Emerald Street, Keene, N. H. 03431.

For example, if your old fluid-drive system is inoperative—and it could easily be—you can update your machine with an automatic drive kit. It consists of a different drive sprocket, automatic kick-start clutch, 7" pulley and v-belt, drive guard and instructions and hardware for the replacement.

Price for the entire drive system is \$60.00 postage paid, or \$57.50 f.o.b. the factory.

Any part used in the current machine—and some from the old Mk II—is available and can be shipped within 24 hours of receipt of an order.

REGGIE'S RULES

Got a package in the mail the other day with a cautionary note inside regarding the contents.

"Before you screw it up," the note said, "try it our way."

That's how we feel about riding the Trail-Breaker. There IS a right way, and here is what we conceive it to be:

1. Starting — In starting your Trail-Breaker, place the shifting lever in neutral. To be sure that you are in neutral, glance down at the centrifugal clutch and rock the machine back and forth, making sure the clutch does not turn.

Advance the choke lever forward. With your right hand open the throttle approximately one-quarter turn. Choose your method of starting and crank until the engine fires, then move the choke lever to the backward position and repeat the starting method. The engine will start immediately after this procedure.

2. Shifting — When shifting gears it is very important to remember that at standstill you must rock the machine forward and backward. Forcing the shift lever is not necessary. When in motion, your shifts can be made up or down by simply "backing-off" on the throttle and moving the shift lever to the gear you desire.

3. Throttle Control — The real secret to riding perfection is throttle control. Remember that gradual acceleration will take you anywhere you desire with the proper gear selection. Your throttle is designed to retract upon release of the hand, as a safety measure for the rider. Always grasp your throttle with ease, and never with full force.

4. Braking — Your machine is designed with a disc brake on the front gear box. This brake stops both wheels through the gear-train. When braking, the machine should be in a "straight-away" position.

5. Approach — Whenever you ride you will always be confronted with



STAND BACK! And the photographer did, with the result that this scene of shop foreman Reggie Bishop is slightly out of focus, and Reggie is slightly wet.

various hazards. To overcome these hazards, proper approach is the answer.

If you are climbing steep terrain always climb straight uphill making sure that your weight is forward. Never try to take steep terrain on an angle, as this will result in a possible slide. You will also find in angle climbing that your downhill leg suddenly becomes short and the least over-balance will result in loss of footing.

When climbing over obstacles always approach perpendicular to the object using first gear. If you find that the obstacle you are going over is greater in height than the ground clearance of your machine, simply drive over with the front wheel, stand on the obstacle and push down on the handle bars until the front wheel hits the ground. Now apply a gradual throttle and bring the rear wheel over.

Water is another hazard you will often meet. You will find that second gear is the best of all gears for negotiating water. Bring your machine to the water's edge, always making sure that the current is not swift enough to create over-balance.

We'd Like Some Photos

TRACKS needs photos for future issues.

The photo should be either a clear glossy print or a negative, preferably not a Polaroid (they're harder to copy.) It must have your machine showing, and naturally we'd like some scenic background showing. (One owner in Nigeria sent us a photo of his Trail-Breaker—in his garage!)

We won't be able to return photos, or even acknowledge them when sent, so we'll do that with thanks right now.

And don't forget to identify the locale and people in the photos!

Pick your route and proceed with a gradual throttle. Never change your course in the middle of a stream or you will find that slippery rocks and currents might throw you out of balance. If the water is over 24" deep always float your machine across.

6. Loading — The Trail-Breaker is designed to be loaded into vehicles while remaining in the riding position. The secret of driving into a pick-up or trailer with the tailgate down is to approach in first gear. Gradually increase the throttle until the front wheel has reached the hinge of the tailgate. Put your feet on the gate and secure good footing, then gradually increase the throttle and lean forward until your chest rests against the gas tank. With a slight increase of the throttle your machine will proceed into the truck or trailer.

7. Maintenance — Always keep in mind that a machine is only as good as the man who owns it. Frequently check nuts and bolts for tightness—also check the visible fuel filter and air cleaner for excess dirt. Correct tire pressure—5 pounds—is another important performance factor. Tests prove that intensive care adds years to the life of a Trail-Breaker.



A REAL WORKIN' MACHINE—Is this Trail-Breaker owned by R. N. Ervin of Kennewick, Washington. Mr. Ervin reports that the big rear carrier, which he made himself, is quickly detachable and thus handy for hunting and camping trips into the back country.

The Average T-B Owner: A Tinkering Outdoorsman

(Continued from p. 1)

one chicken rancher (who must have one heck of a lot of chickens!)

* Almost everyone had made a modifications to his machine, or had suggestions for such.) We expected that, and noted that lots of the changes were contradictory; for example, one wanted smaller tires at the same time another praised the present fat ones.)

* And a lot never answered at all. We know you're out there, men; are you really so busy?

Strongest praise for the machine

came in the areas where we expected it: ability to go anywhere, ease of riding, and the rugged simplicity and dependability that have already made the Trail-Breaker famous.

So there is the average owner: a mature family man with a deep love for wilderness territory, a man who almost certainly hunts and fishes as often as he can. Further, Mr. Average is a tinkerer who prefers to do his own maintenance. And of course the chances are about fifty to one he lives in a tiny town in rugged country.

How close do you come? Like to tell us about it?

Sales Boom Forces Move Of Factory

(Continued from p. 1)
for more workmen, it is laid out so that materials handling can be reduced to a minimum.

Mailing address for Rokon now is:

Rokon, Inc.

160 Emerald Street

Keene, N. H. 03431

The telephone number is (603) 352-7341.

All office functions are being handled out of the new plant, as well as manufacturing facilities, so all inquiries should be directed to the New Hampshire address. (But don't worry if you've just written to Rokon in Vermont. The post office will forward your letter.)

In his announcement of the move, President Larsen said:

"It is a promising way to start the new year. The plant in Keene will enable us to meet increased production and sales quotas. At the same time the new facility can be expanded still further in years to come.

"We deeply regret having to leave Vermont, where so many of us have made our homes. But we cannot help being pleased that a rising sales curve is responsible.

Rokon is truly on the move."

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KEENE, NEW HAMPSHIRE 03431