

TRACKS

TRAIL-BREAKER

goes anywhere



VOL. III NO. 4

MARCH, 1973

Big Business Adopts the T-B



IT'S EASIER THAN SWATTING - Gulf Coast Mosquito Control in Mississippi gets those pesky little critters in thoroughly modern fashion. Here's how it's done: a helicopter lowers a Trail-Breaker and rider into a suspected infested area. The man reconnoiters the area and marks the limits to be sprayed by using a smoke gun mounted on the back (hidden by the man in the picture above). Then he beats it and the whole section marked by the T-B is sprayed by air. The chopper collects the man and his machine and off they go to the next spot. Neat, huh?

The trouble with the world today is communication, right?

We at the Trail-Breaker works have the same problem. People who haven't seen a T-B don't find the concept of a two-wheel-two-wheel-drive vehicle easy to grasp. It helps when we say "two-wheeled jeep" only a little.

So the wizards in the back room have put together a film so you can show the Doubting Thomases on your block just what the Trail-Breaker is capable of. The Doubting Smiths too.

The film is in color and it is full of shots of the Trail-Breaker going up-

hill and downhill, in sand and mud and over logs and rock and through swamp you wouldn't wish on your mother-in-law. It lasts about five minutes and you can get it from the factory right now.

All you need is a Super 8 projector (we made the film in that size 'cause it's the most popular).

Well, we lied. You need one other thing. Ever since the Phoenicians invented money, there's only one answer to the exchange of goods.

You need \$5.95 too.

The Trail-Breaker is God's gift to a man with a heavy load and a place to take it.

If you're moving your household across the country, call your friendly moving man; or if you're built like Dumfries Dave, put that cookstove on your back and carry it six miles in to your cabin. Otherwise, use a Trail-Breaker.

We've been saying that for years and industry is starting to listen.

Sometimes corporations in all fields have problems: they want to work in messy areas, like swamps, where footing is bad. Or they want to use equipment too heavy or bulky for men to carry on their backs. Maybe they simply want to reduce their time and labor costs and boost their efficiency.

The U. S. Forestry Service uses Trail-Breakers from Maine to California for patrol, trail maintenance, forest fire control and utility hauling of supplies.

The Bureau of Indian Affairs in Whitehorse, Yukon Territory, uses the T-B. The U. S. Naval Station in Newfoundland has Trail-Breakers which the sailors use to get their land legs back. A whole flock of Trail-Breakers in Uganda works hard for a livestock development project. Texas Gulf Sulfur Corp. uses 'em to explore high in the Chilean Andes and ITT Arctic Services uses 'em in Manitoba.

Jim Fowler uses the Trail-Breaker all over the uncivilized world as transportation in his program "Wild Kingdom."

Big Horn Rural Electrical Co. patrols power lines in Wyoming with the Trail-Breaker, and at the other end of the country Alabama Power Co. does the same thing.

Old Dominion University (Norfolk, Va.) and Auburn University use them

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Spring and Slobs

There are people who hate spring, just as there are people who hate cold lobsters and beer on the beach; we can't understand either group.

Living in a land of four seasons as we do, we appreciate the arrival of each new one. Now the snowbanks are beginning to recede on the sides of the road, the daffodils are getting ready to pop up as soon as the ground thaws and any day now someone will spot the first dumb robin of the season.

And shortly after that we can all go out into God's glorious outdoors and pick the winter crop of beer cans off the front lawn. It isn't an arduous chore, but the lawn isn't all that big either. What really infuriates us is that there seem to be so many strangers bent on dirtying our property. They're not just beer drinkers, either; they're cigarette smokers and popdrinkers and sardine eaters (who would throw a sardine can out of a moving car?) and about fifty assorted other kinds of slob.

Don't tell us that they are just thoughtless. When they clean their yards don't they resent the accumulated litter?

Now, every one of us has seen trash in the woods. The environmentalists among us blame the hunters, and paint a picture of the sport who drinks beer in the woods all day (with a gun in his hand in case anything wanders into range) and plays poker all night. Sure there are hunters like that, and aren't the type to carry the beer can back to the cabin either.

But hunters like that are rare. There are fishermen like that and they're rare too; and hikers and backpackers and native-born Greek dentists and Eskimo chicken-pluckers, for all we know.

But three bums in one afternoon's hike can literally ruin a good stretch of the Appalachian Trail just with litter. And they do it, too.

The most perfect lady's slipper God ever made is no bigger than an old cigarette pack . . . which would you rather look at?



Probably bikes
02031 and 02083

Camp Helps Boys Learn in Texas

A baby seal isn't born knowing how to swim, they tell us, it has to be taught.

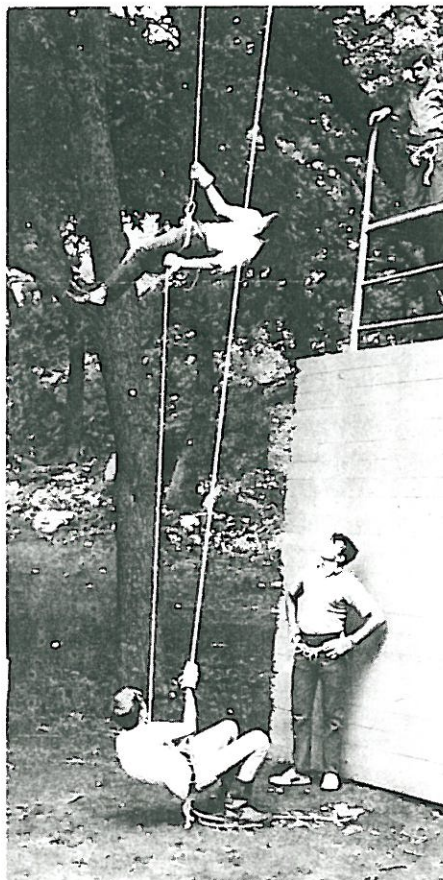
And even in Texas, boys have to learn how to get along in and with the outdoors. Larry Graham of Hunt, Texas, is just the man to teach them.

Larry owns La Junta, a western camp for boys which teaches everything from rock climbing to making a fire in the rain. Boys go there to learn and to have fun. In the process they get

considerably toughened up.

The kids learn how to shoot - rifle, crossbow and standard bow. They learn to climb, up as well as down, and they learn rappelling techniques. They learn to handle wild animals, not to mention wild fish. Lucky boys, they even learn how to ride the Trail-Breaker (advertised).

These photos show the boys at work and at play. (That boy in the lower right really is on a T-B. Yup, he stalled it.)



REGGIE'S RULES

Sitting around with the boys the other day after work, enjoying an RC Cola and a Moon Pie, we began to ponder the topic of this column.

Our Prez helped us out, as always. "Why, you stupid" he explained, "tell your readers about the unique drive system which allows both front and rear wheels to apply power."

Well, with a suggestion like that, what else? Here goes . . .

The Trail-Breaker, as you know, is the only two-wheel machine with two-wheel drive. (Even Ferrari has only two-wheel drive, and the T-B can go where a Ferrari can't.)

There are all sorts of technical problems which crop up to inhibit practical solutions, which is why we have the only two-wheeled "jeep" in the world.

To put it simply, here's how we do it:

The biggest problem is presented by the differential. (If a car goes around a corner, the wheels on the outside cover a wider arc and thus must go faster. This is okay for the front wheels in a conventional car, but the back wheels must go at different speeds while still supplying power. The problem is the same with a two-wheeled machine with both wheels driving: supply constant power to both wheels while they are revolving at different speeds.)

At this point refer to the schematic drawing.

Power supplied by the engine comes to the rear miter box by way of a toothed sprocket attached to a shaft on the miter box. On the other side of the same miter box is a shaft, another sprocket and a chain which takes power to the rear wheel. In the

center of the miter box is a pair of bevel gears which changes the direction of applied power, toward the front of the machine.

At this point, we're inside the main frame tube. And right there is a differential, the heart of the works. There is an override spring, which rides freely in one direction, but clamps tighter in the other. Tricky, no?

Power continues along the shaft until it gets to the end of the main frame tube, where it goes into a universal joint. (You do want to be able to turn the front wheel, don't you?)

At the forward end of the u-joint - and here you've left the main frame tube and are in the front fork assembly - is the front miter box. More or less identical with the rear box, the front one performs the same function: turn the power 90 degrees. As you face forward, the shaft emerging from the left side supplies power, via sprocket and chain, and the shaft on the right is connected to the disc brake.

Because of the differential, any braking effect goes backward through the system and thus works on both wheels. That's a help, too.

At this point, a word of caution is in order. Unless you really know what you're doing, best not fool around inside the main frame tube. It's delicately adjusted. And stay out of the miter boxes! Putting them together so they will work right is a complicated procedure that takes specialized knowledge and machinery.

And now, if you'll excuse us, we'll get back to the RC Colas before the Prez gets the last cold one. See you next time?

They Like Us Out in Missoula

You have heard us cheer about the you-know-what so often that we thought we would give you a break.

Listen to what the United States Forest Service Equipment Development Center in Missoula, Mont., has to say

"It weighs no more than the Totegot and it is 15 pounds lighter than the Honda Trail 90 . . ."

"These evaluations (since 1964) indicate that the vehicle develops far more drawbar pull than a cycle scooter and it has a much better capability for climbing steep slopes and for pulling heavy loads . . ."

"The Trail-Breaker is the only two-wheeled vehicle this Center has found that is practical for towing an implement or loaded trailer. The vehicle has hauled up to 600 pounds over trails having pitches of up to 30 percent . . ."

"The Trail-Breaker is a rugged, durable vehicle that requires little maintenance and repair, compared to other two-wheeled vehicles. It is designed so that if one component fails, another will provide backup. For example, if the drive train to the rear wheel fails, the front wheel will continue to provide power. The machine has two starters and the tires are designed to support the vehicle even when punctured. Extra fuel can be carried in the wheel hubs of the Mark III. Fieldmen who find that scooters and cycles require excessive maintenance for a certain task may find the Trail-Breaker more satisfactory."

That's what they think of us in Missoula, and all we can say is thanks!

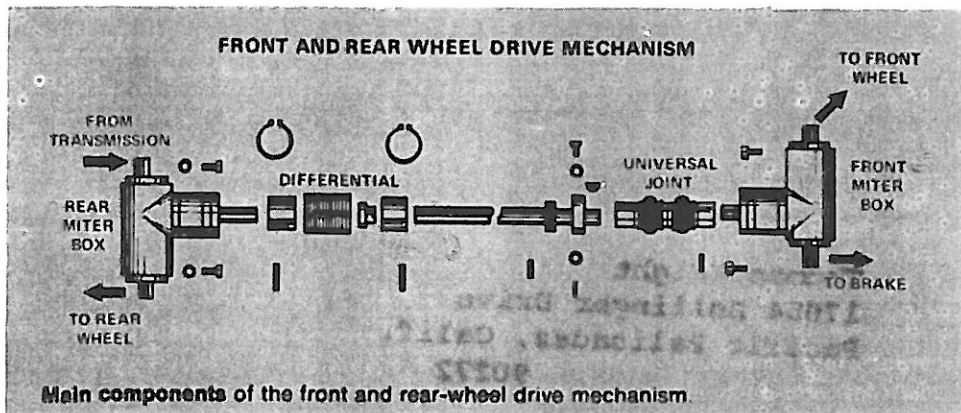
Springtime's Coming And Are You Ready?

It's Spring, and if you put your machine away for the winter despite our advice now's the time to haul it out and prep it for summer.

We've gone over the process many times before (you do save back copies of TRACKS, don't you?) and we shan't repeat now. Your dealer can help you if you're within shouting distance.

But here are two quick tips:

- 1) Do it now, so the T-B will be ready on that first nice day.
- 2) do the lawnmower at the same time, thus saving time and getting yourself greasy only once.



Industry Adopts the Trail-Breaker

for biological and other scientific research.

Gulf Coast Mosquito Control of Mississippi uses the Trail-Breaker with aircraft to locate and spray infested areas.

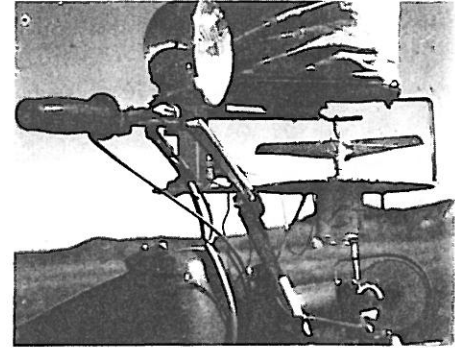
The list continues, but you get the idea: don't say it can't be done until you have tried doing it with a Trail-Breaker. Or maybe it can be done, but you want to do it cheaper.

Over in Vermont, Mount Snow used to send men to the top of the ski area by foot (one hour in good weather in the summertime) or on a Jeep in the summer or a Sno-Cat in the winter (faster, but it used an extra man and expensive equipment). Now Mount Snow uses a Trail-Breaker. It's faster and cheaper, and what's wrong with that? (Moral:

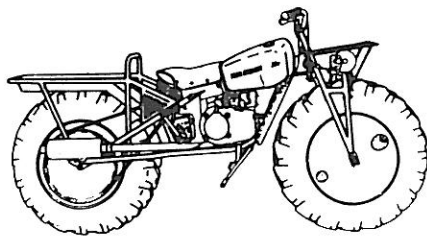
you can kill a fly with an elephant gun but if you have a fly swatter handy what's the point?)

If you are beginning to get the idea that Old Yaller is a handy gadget to have, move to the head of the class. It will take you to places where you wouldn't like to go on foot (no Trail-Breaker has ever died from snakebite) or where you need bulky gear (unless, of course, you resemble our friend Dumb Dave mentioned above.)

We just heard of a barbecue in Texas - where else? - in which a Trail-Breaker ran back and forth over a cow to tenderize it beforehand. We're not sure we got the story straight (aren't Texas cows tender anyway?) but we'll check it out and let you know.



SEEDER - this odd-looking contraption on the front of a Trail Breaker is a seeder, as adapted by Dave Hopkins of Williams, Ariz. Dave and Rokon are working on possible applications for fertilizer and de-icing salt as well as for seed. It's easy and quick.



SPECIFICATIONS MK III

ENGINE: Chrysler, single cylinder, 2 cycle, model 82007/
PISTON DISPLACEMENT: 8.2 cubic inches/CYLINDER BORE:
Aluminum, chrome plated/COMPRESSION RATIO (Approx.):
8.0 to 1/POWER OUTPUT: 8 horsepower at 7,000 RPM/TYPE
OF COOLING: air fan/SPARK PLUG: Champion L-10/IGNI-
TION: Flywheel Magneto/EXHAUST SYSTEM: U. S. Forestry
approved spark arrestor/muffler/CARBURETOR: Tillotson
diaphragm type/AIR FILTER: dry type/LUBRICATION: pro-
vided through fuel supply/TRANSMISSION: automatic clutch
through three speed hand shift, Albion transmission with
enclosed kickstarter/FINAL GEAR RATIOS: low, 84 to 1;
second, 49 to 1; high, 30 to 1/BRAKES: disc brake stops
both wheels/AXLES: solid/FRAME: tubular type/FORKS:
tubular type/WEIGHT: 180 pounds/WHEEL BASE: 49 inches/
LENGTH: 77 inches/WIDTH: 28 inches/HEIGHT OVER SEAT:
30 inches/HEIGHT OVER HANDLEBARS: 41 inches/GROUND
CLEARANCE: 15 inches/TREAD: 7 inches/GRADE ABILITY:
60°/TURNING RADIUS: 4 ft.-6 in./FORDING DEPTH: 24
inches/FUEL: 1 quart 2 cycle air cooled motor oil for
every 5 gals. of regular gas. Fuel-oil mixture ratio 20:1/
MINIMUM OCTANE RATING: regular (83)/FUEL TANK
CAPACITY: 2 gallons/SUSPENSION: low pressure tires
absorb shocks/TIRES AND TUBES: implement type; size,
670 x 15; pressure, 3 1/2 p.s.i./MAX. SPEED: 25 mph/MAX.
SUSTAINED SPEED: 20 mph/MIN. SPEED: 0.5 mph.

OPTIONS

Front Cargo Rack
Water Tight Tool Box
Rear Tow Bar
Emergency Tool & Spare Parts Kit
Bumper Rack
Alternator Light Kit
Rear Passenger Kit

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TRAIL-BREAKER DOES ANYTHING

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