

# TRACKS

## TRAIL-BREAKER

goes anywhere



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# Rokon Takes on the World



The sporting world cheered some years back when David went out and whomped Goliath. Everyone loves an underdog.

Now we're trying it. Rokon, just about the smallest kid on the motorcycle-racing block, is taking on Yamaha, Kawasaki, Ossa, Husqvarna, Benelli, Honda and anyone else who thinks he can produce a winning enduro bike.

The Rokon entry is the RT-340 Automatic.

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## Second Chance

While we're writing this in New Hampshire, Howard Weber of Manchester, Mo., is doubtless out fishing with the Orvis rod he won in our last photo contest.

We feel sorry you didn't win last time, so we're starting another contest. It runs from right this minute to Nov. 30, 1973.

Same easy rules as last time: two divisions (color and black and white); all entries must show a Trail-Breaker and a rider (unless you're awful sure the scenery is beautiful and you aren't). Rokon retains the right to use all entries, but cannot return photos submitted for the contest.

Now, the prizes . . . we decided against equipment, because you might have likes or dislikes.

So we turned the Company Prez upside down, shook hard and out fell a couple of hundred-dollar bills, one for each of the two divisions. No other prizes, so try hard to be No. 1!

## Easy Does It

As we write this, the stock market is going to hell on a straight road, the North Vietnamese are beating up on the S. V. and the Arabs are trying to get help in their campaign to beat up on the Jews. The Prez is busy explaining that he never heard of a hotel in Washington called the Water-gate until the Democrats told him. The ducks are getting lead poisoning by eating off pond bottoms all the shot that missed them in the first place (isn't that double jeopardy?) and there are still ranchers who explain with a straight face that mean ol' eagles are carrying off their lambs.

All us middle-aged types sit around grouching about the current crop of troubles, and remembering that in the good old days we didn't have pollution problems, heroin and the energy crisis. (We did have things like holes in our pockets and polio epidemics, but who can remember everything?)

Woody Guthrie sang that "the times are a-changin'," but he should have added that we all are too. No way can we get back to the Thirties, and not many of us would want to.

That doesn't mean that everything around us is good, or that we should rush out and embrace change. But if you have looked at the world from, say, the top of Mount Washington or one of the Maroon Bells in Colorado, you know that the earth is still here and that nature is doing herdamnedest to offset the ravages of man. A wild cherry tree in bloom is a greater work of nature than a strip mine or paved parking lot is of man.

There really isn't much point to this rambling, except to ask that you do your personal bit not to mess up your neighborhood.

Nature is essentially fragile and in delicate balance, and man if careless can ruin a lot of territory without trying very hard.

It's easier for us at the top of the evolutionary chain that it is for other creatures, but at the same time it is an extremely heavy burden of responsibility. We can only do our best. We hope that man is equal to the



## Marty Heads for the Boonies

When Summer comes Our Man Marty forgets about overtime and heads for the bush, remembering only to take along his fishing gear and some dope to feed the blackflies.

OMM loves to fish and almost as much loves to eat what he catches. We don't count the old tires and snapping turtles he sometimes comes up with - we mean the trout.

Now, there are more people than trout in the East, so when Marty heads out he wants to find a stream where the odds are at least even that he will gather in a fish on his dry fly instead of another fisherman's ear.

So he makes his trip on a Trail-Breaker and gets to his stream faster and more easily than he would afoot. Besides a T-B can carry a tent, sleeping bag and a frying pan easier than Marty can.

Last Fall Marty and a buddy got ambitious and did some clearing of their secret spot. The Trail-Breaker and its little trailer came in handy then too. Now they have enough firewood to last through the next several seasons.

Incidentally, the top photo of Marty doesn't show him trolling . . . he's not that dumb. What he's doing is washing his socks the easiest way he knows how.



## Leave Some Tracks Wherever You Go

As one of the devoted and growing little band of go-anywhere nuts (you are listening, we hope) you should constantly strive to Pass the Word to the Uninformed.

In our usual alert way, we have just made it easier. Now you can get a decal that shows - lifesize - the trail that your Trail-Breaker makes.

For a buck a foot, you can decorate your truck, outhouse, bedroom ceiling or neighbor's porch with the familiar footprint. Easy as pie to apply and guaranteed not to rust, bust, unravel or wear at the buttonholes. If you want to cover your whole house, we'll make you a special deal . . .

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The revolutionary new bike bears about as much resemblance to the familiar Trail-Breaker as your Maserati does to your Daddy's manure spreader.

Tough, yes, and innovative, too. The RT-340 features a 340-cc Sachs two-stroke engine, mag wheels, automatic transmission, hydraulic disc brakes, front and rear and lots of other goodies about which more later.

As you can see from the accompanying photo, this new enduro looks more like a thoroughbred than its ancestor, the yellow workhorse.

It acts more like it too. The RT-340 will top 90 mph, it will go places easier and faster than other enduro bikes and it has already begun to prove it.

Our trophy case hasn't begun to crowd us out of the office yet, but it has some hardware in it, dating back to the first entry in September, 1971, at Talladega, Ala., where we ran first in class and second overall.

Last year we continued the refining process, honing the machine every chance we could. And we learned. (While leading the Last Chance National Enduro we learned that even the 340 won't run without gas!)

The first really solid score, after smaller wins convinced us that we were riding a winner, was at the Berkshire Two-Day International Trials last fall in Dalton, Mass. Three bikes entered and we brought home one gold and one bronze medal. So OK! More preparation for this season was begun. It was decided that in 1973 Rokon would make its bid to enter the International Six-Day Trials ever held in the United States.

To be eligible to participate in this prestigious event, a manufacturer must compete in seven designated qualifying trials in an attempt to out-score competitors. Fourteen major motorcycle manufacturers are in contention; so far four of the trials have been run.

And guess what, gang - right now we're in third place as a manufacturer's team! And one of our riders is rated fifth among the hundreds of competitors.

Since the Berkshire Trials, Rokon has collected six gold medals - the highest number obtainable in enduro or trials competition.



## Robert Webb vs. the Jungle

There are some men who just cannot resist a challenge.

Robert Webb is that sort of man. In February of 1970 he set out alone from Panama in a native-built boat and arrived in Hawaii 68 days later. Later back in Panama someone noted that the Darien Gap jungle was impetrable and that was all the challenge Webb needed.

He loaded up a Trail-Breaker last

February and set out. But the jungle is inhospitable and he was forced to turn back three days later. He had lost reserve fuel from a punctured can in a spill and finally was thwarted by a cliff.

But Webb has not given up. When last heard from he was planning another try at crossing the Darien Gap by Trail-Breaker, probably in September. Don't bet against him.

So, we're in the fight, folks, and going as strong as we can. And what is this new RT-340 we developed? Well, here are some of its features:

It has a Sachs SA340R racing snowmobile engine which puts out 33 horses. Getting all this power to the ground is an automatic drive system with infinitely variable gear ratios. That's right, ma, no shifting!

Holding the 340 on the ground is a Betor suspension system and its handling has been described as extra-

ordinary. Ground clearance is 11 inches. The RT-340 has magnesium wheels resulting in lower unsprung weight and its enduro equipment includes an instrument panel, solid state voltage regulator, 40-watt alternator, sealed beam headlight, knobby racing tires, and much more.

Just barely into production, the 340 is still in short supply. Maybe you don't want to go 90 miles an hour over bumpy dirt, but if you do the line forms at the door to the motorcycle works in Keene, N. H., U.S.A.



# Priest — and T-B — Turn Natives into Believers

The little village of Keene, N. H. (home of the Trail-Breaker Works) is a long way from the little village of Pieta, Upper Volta, West Africa.

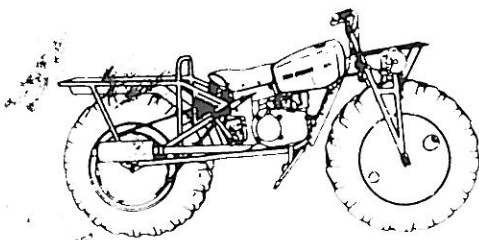
The good citizens there know about us, however, through the efforts of the Rev. Edwin Dubisz, a Catholic missionary attached to the Sudan Interior Mission. That's Father Dubisz at the helm of a Trail-Breaker in the photo at the right. Sitting behind him and hanging onto what looks like the week's laundry is Paul Lankoande.

In the background between the two can be seen a couple of native huts. Father Dubisz writes that one day Paul challenged him to drive up a rocky mountain with slopes reaching 45 degrees - with Paul riding shotgun.



"I don't think you can do it!" said Paul. At the top Father Dubisz said, "Let's go down the other side now."

Said Paul: "No thanks; I'll walk." (Editor's note: we never said it was a Rolls-Royce.)



## SPECIFICATIONS MK III

ENGINE: Chrysler, single cylinder, 2 cycle, model R2007. 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 L10/IGNITION: Flywheel Magneto/EXHAUST SYSTEM: U. S. Forestry approved spark arrester/muffler/CARBURETOR: Tillotson diaphragm type/AIR FILTER: dry type/LUBRICATION: provided 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 tire, 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

# TRACKS

TRAIL-BREAKER

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