

TRACKS

TRAIL-BREAKER

goes anywhere



VOL. IV NO. 2

SEPTEMBER, 1973

We're Headed for the ISDT!

Rokon Wins Team Post For Trials

The Rokon Automatic RT 340 has cleared its first obstacle.

Rokon has been notified by the American Motorcycle Association that its "outstanding effort" has won a manufacturer's team position on the 1973 International Six Day Trials.

The ISDT will begin September 17 at Dalton, Mass. - the first time ever in the United States. The event, which attracts national teams from all over the world, is considered to be the Olympics of Motorcycling.

Rokon won its right to enter the ISDT after a summer's worth of grueling two-day qualifying series. RT 340 riders won six gold, nine silver and three bronze medals in the qualification events, held across the United States.

Getting chosen to enter the ISDT, like anything else worthwhile, isn't a matter of dumb luck nor is it easy. That Rokon was able to accomplish the feat with a machine that first saw the light of day two short years ago - and started coming off the production line only last Spring - gives a hint of the work and dedication of the factory. And, of course, no enduro machine goes anywhere without a rider; the Rokon team is the best we could put together.

So, we're in the Big One. We don't know how we'll make out, but we promise to do our best.

And we'll tell you all about it in the next Tracks. Wish us luck!



OFF AND FLYING - Toward the ISDT this fall is a Rokon rider. The Trials will be just that for its international field of contestants, and the only way to prepare is to get out into the boonies and GO! At the end of the day, the rider, walking sideways, heads for the hot shower and cold beer, and prays for rain the next day. It's good for the character, it helps establish the outer limits of man and bike, and besides all the other contestants are preparing the same way. Quick, Henry, the Liniment!

TRACKS

TRAIL-BREAKER

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A Run For The Money

If you've read Page 1, you know that we're in the International Six-Day Trials (and if you don't know what the ISDT is, go back and read it again; we may give you a quiz on this later.)

We're proud to be in the ISDT, which is truly the Olympics of motorcycling, and we're going to do our damndest to be more than an also-ran.

We think we have the machines and riders to equal anyone in the cycling world.

We'll keep you posted.

We're Still Here

Ran into a friend of ours the other day, and he greeted us thusly:

"What are you guys up to these days? Still building Trail-Breakers?"

"Yup," we said. "Why not?"

"Well, you've been doing so much shouting about the new 340 that I thought you'd forgotten Old Yaller..."

Not likely, George; we are still building Old Yaller and more of them today than ever. We think they are better than ever, too; at least, we keep improving them whenever we can.

Our customers agree; you people out there keep using Trail-Breakers for all sorts of jobs and in all kinds of work that we never dreamed of here at the factory.

Serendipity, it's wonderful.

Joke

Ye Editor got a complaint this summer about Tracks. There is nothing unusual about us getting complaints, you understand; we get 'em all the time.

But this one was illegitimate, and funny, so we thought we'd share it. The man said, "Why don't you ever mention other motorcycles? Why do you always stuff Tracks full of Trail-Breakers and the new RT340, and leave everything else out?"

Here is the Official Word from us: If you ever want to learn anything about other two-wheel machines, you will have



BUSHWACKING And you'd know why it's called that if you were galloping through these North Carolina woods. It's hard to dodge trees when they grow six inches apart; the next best thing is to wear a helmet, gloves and a padded park. The story below explains why this man was in such a rush.

Trail-Breaker Wins USFS Cheers After Spring Fire-Fighting Project

The North Carolina Forest Service set up a project last Spring to seek ways to improve its forest fire fighting capability and ever since the project, leaders have been praising the Trail-Breaker for its usefulness.

Six men, a Sikorsky helicopter and a T-B were used. A fire report to the zone headquarters, "Peachtree Helitack," sent the chopper on the run, carrying the crew and trail-breaker to the fire site.

The 'copter would unload the two-man crew and the bike—they used a Mark IV—at the drop site, thus allowing a fresh crew a chance at the fire well in advance of crews hiking in later.

After the project ended, the chief of Peachtree Helitack had this to say about the Trail-Breaker:

"Considering the training and testing program the bike endured (which would

equal a year or two of normal operation wear and tear) we were amazed at its lack of need for maintenance..."

"On one occasion the bike overreached and backfired a road above it around a fire to contain 90 percent of the fire completely before the remaining was hiked in..."

"The Trail-Breaker will carry a three-man crew up any trail suitable for logging operations (actually a four-man crew is demonstrated, but the fourth doesn't have much seat). It was stable at a stop-and-go run with two people aboard on slopes up to 30-35 degrees, and with one person on slopes up to 40-45 degrees."

Problems? Well, sure they had problems. Going through heavy brush, riders would occasionally find that sapling hitting the handlebars would sapling hitting the handlebars would sapling hitting the handlebars would sapling hitting the handlebars (so they loosened the screws and spun the brake levers to the other side of the handlebars.)

They modified the throttle cable housing and suggested a self-draining battery box to prevent corrosion after the bike has been dumped.

And they had a long list of ideas designed specifically for fire suppression use.

All in all, they loved the Trail-Breaker. The bike-master of the project summed up pretty well. "You just can't handle that thing up!"

And the project leader recommended the purchase of a Trail-Breaker for

\$100 REWARD

Come on, you guys!

There's a \$100 bill waiting for the winner of each division of our current photo contest, and so far the response is slim.

Shoot us your shots, old or new, color or black and white. If you don't want the \$100 because of your tax bracket, we'll send you a photo of Our Man Marty doing his Dying Swan Act on a Trail Breaker, but we

WE GET LETTERS

From Alaska.....

Dear Sirs:

First of all, I would like to thank you for the fantastic bike. It's the only thing I have ever purchased that has done more than the manufacturers claimed it would do.

Last September, a friend and I shot moose on a valley floor about three quarters of a mile from the nearest fire road. . . We tied one whole hind quarter on the rear of the bike.

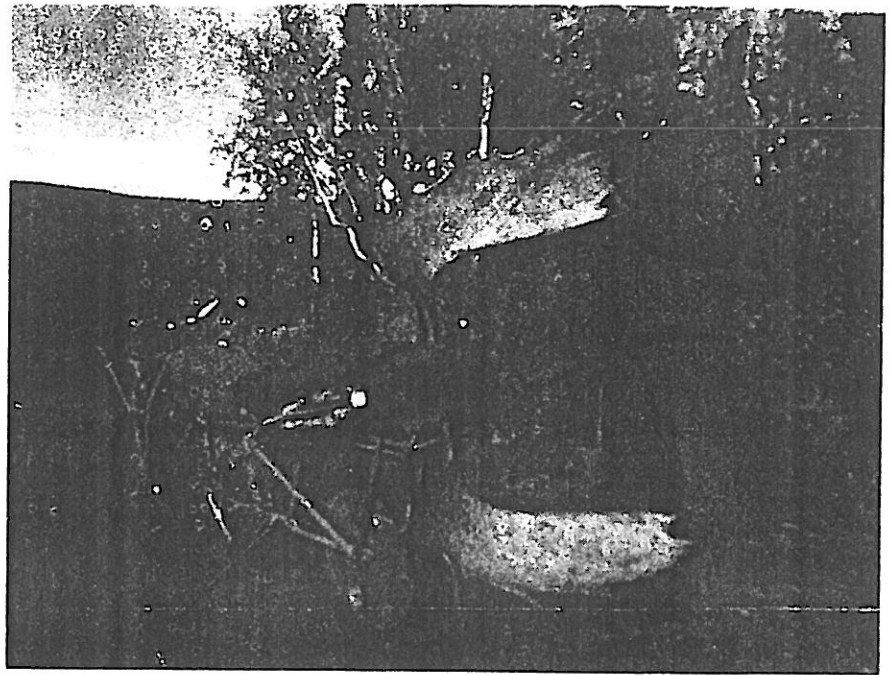
With the weight on the rear and the amount of incline, I could not keep the front wheel on the ground and so did my first wheelee.

We needed weight on the front, so we put the second hind quarter on the front rack (locally manufactured from stainless steel tubing). With both quarters tied down and approximately 500 pounds - counting myself - on the bike, I started out.

I took one spill on the way up when I ran over a log at an angle. . . Four trips later, we had both moose out.

Like my friend said, it's one hell of a bike.

Yours truly,
George Greaves
APO Seattle



For more about George Greaves, his Trail Breaker and the moose with the 53" rack, see letter at left.

From B.C.

Dear Sirs:

I own a Mark III and it's great! I've taken my machine places a horse wouldn't go - he knows better!

I also tried a little logging - jumper logs five inches in diameter and eight feet long. We really had a ball that afternoon. (We did have one mishap: the logs hung up in a deadfall and of course we up-ended.)

Sincerely,
Fred Archer
Atholmer, B.C.

(Editor's Note: Mr. Archer sent along some photos, one of which we'll try to get into the next issue, showing the kind of country British Columbia has. Wow.

From Illinois.....

Dear Sirs:

I am sure you know all about the gold widow, who pines away at home on weekends while her husband chases ball all over the nearest course. Well, meet Trail Breaker widow.

My husband, who bought a Trail Breaker in June, has gone riding with the "boys" every Saturday afternoon and evening since, except on - that was my birthday, and we couldn't very well go to a dance on the bike or he probably would have suggested it.

What is more, he spends two nights a week in the garage tinkering, with no results that I can see except that there is more grease to get out of his clothes every week.

I suppose that I should be grateful that he doesn't spend his weekends in front of the TV, emptying beer bottles and cheering for the Cubs.

So far, at least, he hasn't suggested that I get a Trail Breaker, and for that I am grateful.

Mrs. Alfreda Thorpe
Chicago, Illinois



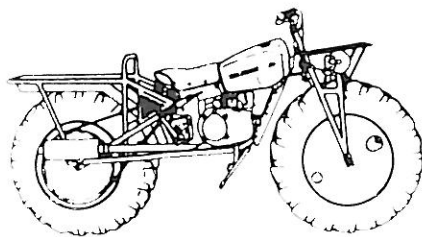
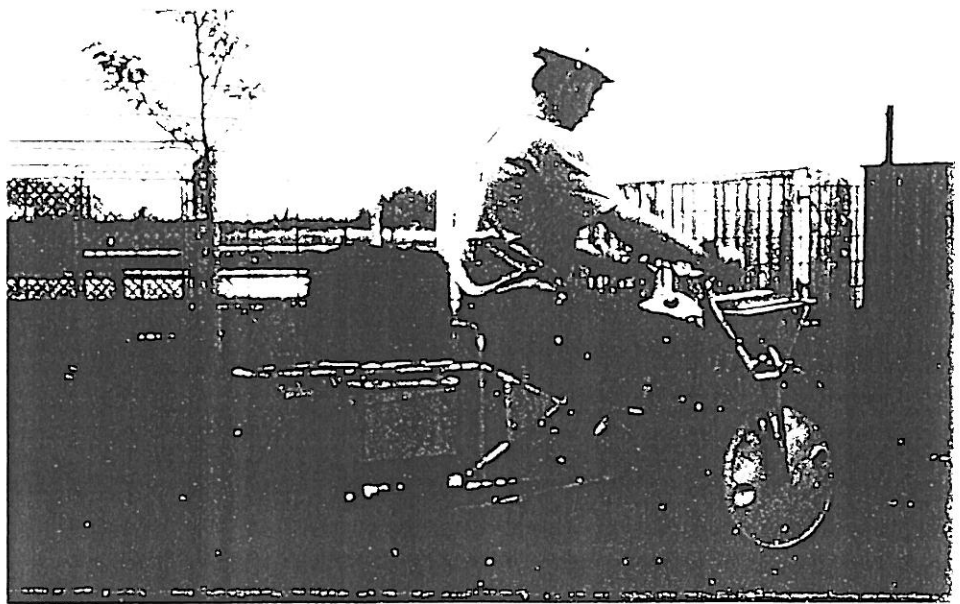
JOIN THE ARMY - You might get to ride an RT 340. Well, there's more to it than that, but that's what these guys are doing - better duty than we used to have in the old days. This photo was taken as Lt. Gen. George P. Senneff, Jr. (he's second from left - the one who's not dressed up) officially received the bikes from Rokon for his Third Corps racing/recruiting team.

Uses T-B to Fence in Cows — No Bull

Wisconsin is the Dairy State, right? And that means cows, and cows mean cowflops in the middle of the croquet court if you're not careful.

So Ray Statz of Dairyland Sports, our man in Waukegan, Wisc., developed a vertical reel, so now fewer people string more barbed wire in less time across more acres. We don't know if the cows are still contented but the cattlemen are, and so are those croquet players.

If you try this system, remember not to attempt enthusiastic wheelies while still carrying the barbed wire.



SPECIFICATIONS MAK III

ENGINE: Chrysler single cylinder 2 cycle, model 820077
PISTON DISPLACEMENT: 8.2 cubic inches/CYLINDER BORE: 4.0 inches
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 5 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 30 psi/MAX. SPEED: 25 mph/MAX. SUSTAINED SPEED: 20 mph/MIN. SPEED: 0.5 mph

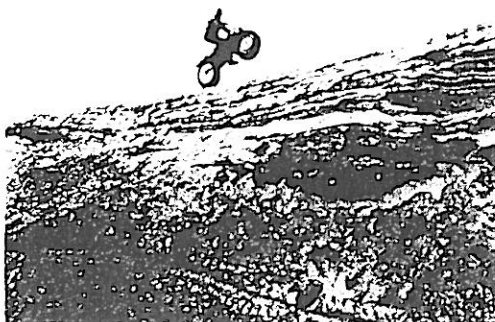
OPTIONS

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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