

TRACKS

TRAIL-BREAKER

goes anywhere



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Rokon Scores in ISDT



LIFE IS NOT just a bowl of cherries, as the face of Rokon rider, Jim Fogle, shows. This photo was taken during this fall's International Six-Day Trial and it demonstrates - along with other pictures on Page 2 - that trials riding is a far cry from recreational boondocking. For details of how we did as the only American factory team in the ISDT, see accompanying story.

Factory Team Brings Home Some Hardware

Rokon, the newest entry into the tough world of international motorcycle trials, took on the best of the world's best this fall and came home with one silver and three bronze medals.

In addition, the factory won the Special Engineering Achievement Award in recognition of its bike's unique and advanced design characteristics.

Team rider Gary Snider, riding a Rokon RT-340, won a silver medal for individual effort. Jim Fogle and Jim Simmons, also on the Rokon factory team, won bronze medals, as did Ron Lamastus, who chose a Rokon Automatic as an independent rider.

The International Six-Day Trial, conducted in September in the Berkshire Hills of Western Massachusetts - the first time ever in the United States - is a yearly test of men and motorcycles. Factories and riders prepare for it the year around, entering qualifying trials months ahead of time to gain the right to enter the main event.

The small Keene, N. H., firm of Rokon, Inc., far better known as the maker of its sturdy workhorse the Trail-Breaker, began to prepare for the ISDT nearly a year ago.

The Rokon effort, with no international experience and with a machine completely unlike any other motorcycle in the world, was truly remarkable.

The uniqueness of the RT-340 was recognized by a special International Motorcycle Federation (FIM) award for Special Engineering Achievement.

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Season's Greetings

As this is being written Thanksgiving is upon us, and if experience can be counted on, it will be followed shortly by Christmas and the New Year.

This is the traditional time of year to give thanks, to pause and tot up our blessings, to pause and reflect on the bounties around us all, and to wish well our fellow man.

Of course afflictions surround us, and always will. Some of us wonder if we will get through the winter without burning the furniture to keep warm, while others regard the energy crisis as a unique opportunity for Americans to prove they are made of as strong stuff as the nation's pioneers were. Prices are rising faster than our abilities to keep up. In some areas jobs are still scarce.

The area we used to roam over as rabbit-hunting kids is now a housing development, for God's sake. Taxes are higher, and the benefits accruing from them are fewer.

And every one of us is a year older than last year.

But in Nature's world all is as it has always been. The trout still perform their acrobatics in clear waters, sunrises and sunsets are as magnificent as they ever were. We still are awed by the whitetail's effortless departure from a frosty orchard, graceful and delicate as a hawk soaring over a meadow.

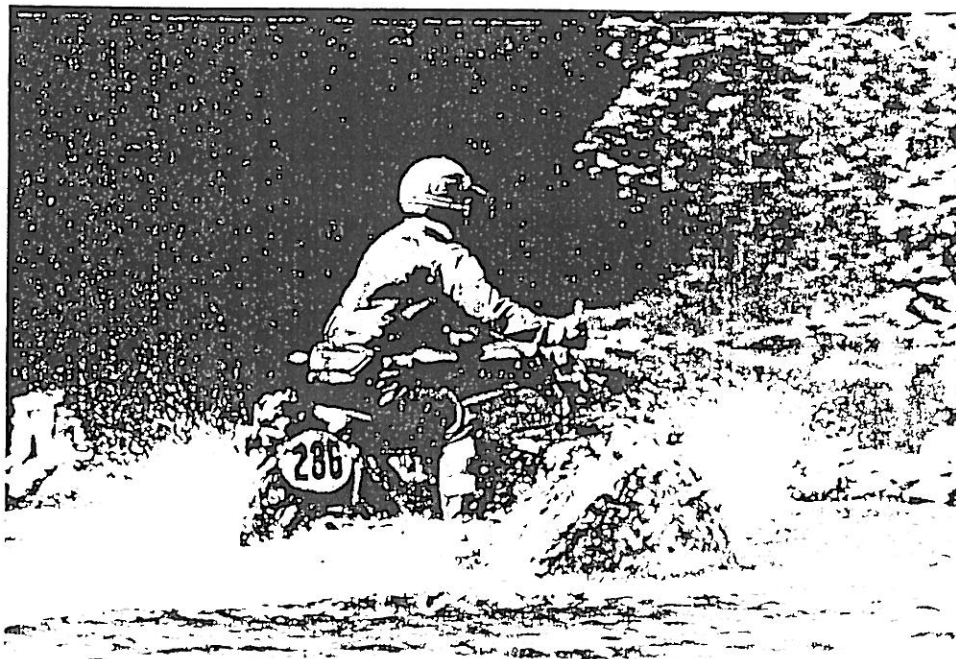
Our children are stilled by the wonder of Christmas, and the sight of a field mouse's tracks over new snow can put us in a good mood for the rest of the day.

In short, friends, we are glad to be here.

All of us at the motorcycle works wish all of you the very best for the coming



TO GRANDMOTHER'S HOUSE WE GO - well, not really, but if Granny lived on the other side of terrain like this, you'd need a Rokon to visit her. Both these photos were taken during the 1973 ISDT (see story on Page 1), during which Rokon factory riders covered themselves with glory as well as Massachusetts mud and water. Above, Jim Simmons (bronze medal) ventures into the world's goopiest hog wallow. Below, fellow team rider, Gary Snider (silver medal), charges across a stream in pursuit of his hardware. Some fun, eh folks?



Joy, Do We Get Letters!

One of the nice jobs here at the works is opening the mail, thus getting the first look at the photos you good people are sending us.

Our photo contest is still open - but not for long - and if you haven't sent yours yet, now is the time to do it. To stimulate your energy to do so, here are three samples sent in recently:

Top: If a horse can pull a plow, why can't a Trail-Breaker which has lots of horses to do it better? It can, of course, and here Joe Millham of New Paltz, N. Y., proves it.

"It really worked and made a hard job easy," reports Joe. No hay to pitch or stall to sweep out either.

Center: Porter R. Smith of West Lake, La., and a cow elk. You didn't think there were elk and mountains - much less snow - in Louisiana? Well, there aren't, of course. P.R. got the elk in Colorado. He reports that the elk field dressed and with head removed, weighed 425 pounds. He hauled it out of a canyon using a narrow game trail with an uphill grade estimated at between 15 and 20 percent. He adds, "I had to have the assistance of my companions on each side to help maintain my balance, but all the pulling power was supplied by my Trail-Breaker.

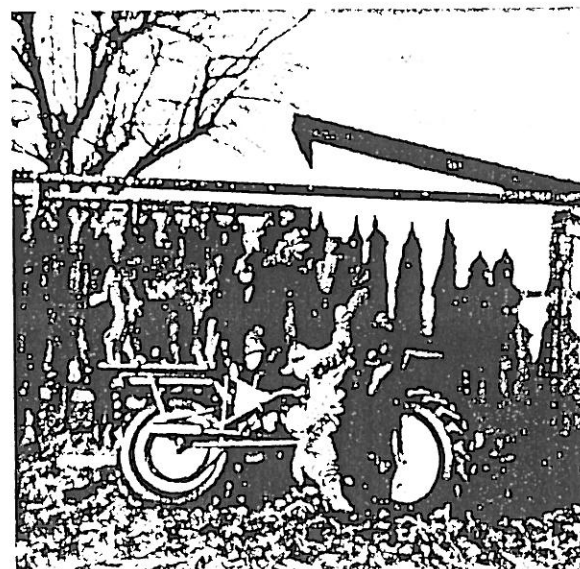
"To be quite frank, when we first started out, I had my doubts about making it with such a tremendous load, plus the snow to contend with. But the results are apparent... this is truly a tough little trail machine."

Bottom: Meanwhile, down in Soper, Okla., C. J. Nichols and his friend, Grand Nite Champion Tennessee Blue Raider, pose beside coons and a 'cat that Little Blue treed.

He writes that he uses his Trail-Breaker for squirrel hunting, coon hunting, as well as for elk and deer. It also doubles as a cow pony.

He adds that Little Blue rode to and from the coon hunt and liked the ride.

There you have it, folks; wish we had



Trail-Breaker Club Wins CAP Cheers

The Keene, N. H. Squadron of the Civil Air Patrol has commended a local Trail Breaker club for its search and rescue work and other efforts in behalf of the CAP.

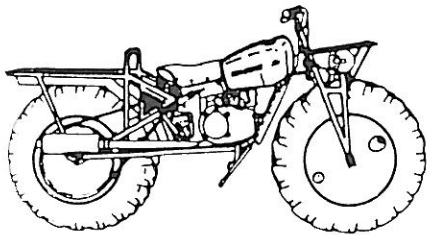
The New England Boondockers, a club of some 25 members, takes part in ranger training as well, and members attended a three-day session conducted by the CAP in October.

It's not all work, of course. The Keene club also runs treasure hunts, weekend rides and other such activities. It's not a fair weather group, either; the Boon-



dockers hang together the year around and in New Hampshire that covers a lot of bounces of the thermometer.

An early photo of the group is shown here. We were going to get their names but our pencil broke...



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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