

TRACKS

TRAIL-BREAKER

goes anywhere 

VOL. IV. NO. 4

March, 1974



NO, VIRGINIA, THAT AIN'T SNOW—It's sand, and there seems to be enough of it to satisfy every dune addict on the west coast. This fine photo was taken by Don Adolf of Manteca, Calif., on the Great Oregon Sand Dunes near Winchester Bay, Oregon. Don says his T-B is the only two-wheel vehicle ever to conquer the sands. He even was called on to help out a dune buggy driver, giving him a two-mile ride out. Last fall Don told us he hauled out himself (220 lbs.), another hunter (165 lbs.), and a deer (120 lbs) up over a 30 to 45-degree ridge at 8700 feet elevation! Needless to say, Don Adolf believes in the Trail-Breaker!

In this issue we are printing the winning photographs submitted for our contest. Please turn to Page 3 for the winning entries of James Holmlund and Steve Forrestel.

Rokon Awards South American Sales Franchise

Rokon has awarded a franchise to sell Trail-Breakers to a multi-national South American firm.

Sisteca, Inc., of Buenos Aires, Argentina, has already arranged to receive its first shipment of Trail-Breakers. The firm operates sales outlets in Bolivia, Brazil, Uruguay and Paraguay, as well as Argentina.

The Trail-Breaker, the little yellow brute that does everything well, has a large variety of applications in industry and agriculture. It also is used extensively by governmental agencies from the Arctic to the tropics.

Sisteca vice president Eduardo Victorica and director Orlando Moroglio said their projection of South American sales this year was in excess of \$1 million. They made the comment after a tour of the Keene, N.H., manufacturing facilities of Rokon.

Following the tour, Victorica donned a pair of coveralls and tried out the Trail-Breaker personally. He expressed himself pleased with its ease of maneuverability over difficult terrain. Until now South America has been the continent with the fewest Trail-Breakers. Save for a few used in geological and oil survey—and the famous pair used by Jim Fowler for Wild Kingdom—South America has not been represented.

But now all that will change.

We're Still Racing

If you think we've forgotten racing our new RT-340 Automatic just because we did well in last fall's ISDT, you're wrong.

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Photo Contest

At the moment of writing this, we are sitting and looking out at the New Hampshire landscape, wishing we could be skiing. But snow is scarce and Nixon is giving us gas pains, so we're working instead.

Scattered all over the desk and floor are photos and still more photos, all of them sent in by you good folk out there. We have just chosen the winners in our photo contest, and have dispatched \$100 checks to Ensign Forrestel and Mr. Holmlund for their victorious efforts. It is of course too bad that all of you could not be winners; there were many good entries and the final decisions weren't easy ones.

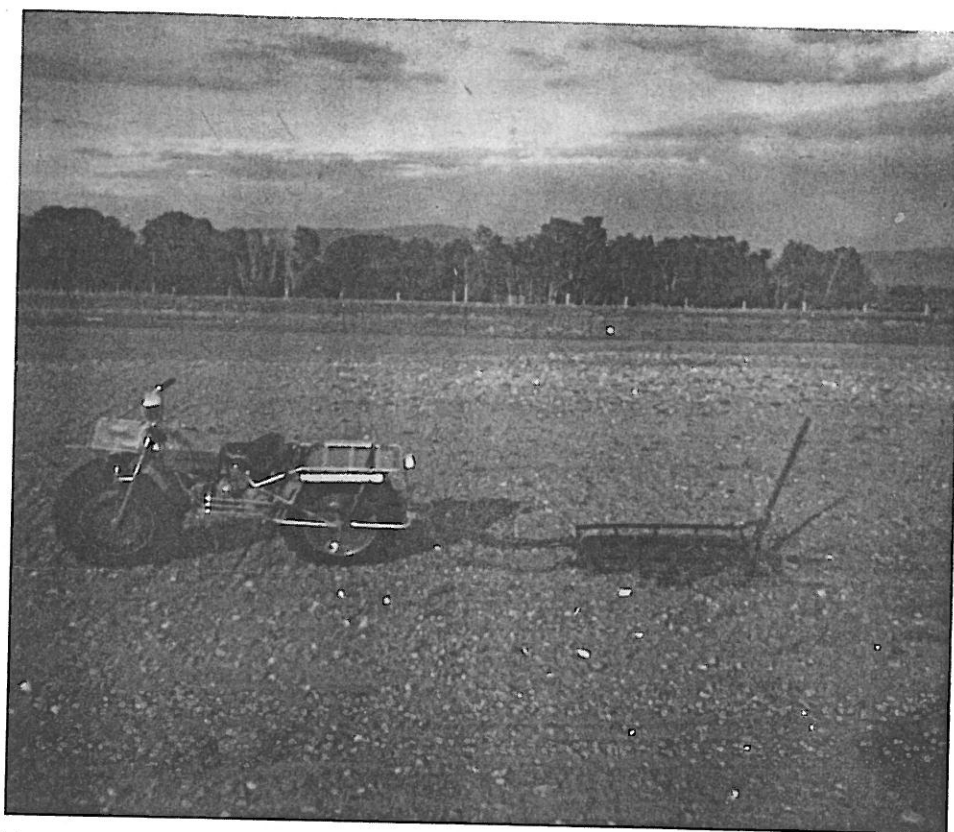
We're printing the contest winners next door on Page 3. It would be nice if we could print the good ensign's photo in color, but that's beyond our capabilities right now—this is not the National Geographic, you know. Maybe some day we'll make a poster out of it . . . it is that good.

Mr. Holmlund's photo was picked because we thought it best showed the capabilities of the Trail-Breaker: what it can do when called upon.

You will also notice that we have gone to six pages for this issue. On the back side of the photo contest winners you will find a list of accessories for the Trail-Breaker. Some of them are for special applications, some are for comfort and convenience, and some just make you look better.

We certainly hope you make a practice of keeping your issues of Tracks (you wouldn't throw out a Gutenberg Bible, would you?) but even if not, we strongly urge that you keep this accessory list. It surely will come in handy some day.

No guarantees on keeping the six-page format, by the way. We just had enough to say this month, felt a little flush, and thought you'd like the change.



NEW-FANGLED OAT BURNER—The Trail-Breaker is called on to do some strange things here and there. Out in Montana, Mrs. Florence Walker harrows with it when she's not riding for pleasure. Mrs. Walker sent us two photos, the one above and another with her riding and pulling the harrow. We wanted to print the second, but whoever snapped the photo had Mrs. Walker in the center and the harrow out of sight to the left! Straighten out those men-folk, Mrs. Walker!

A Harrowing Tale of Success —Using a Trail-Breaker, Natch

A short while back we ran in Tracks a photo and story about a Trail-Breaker used as a plow, thus allowing Old Dobbin to retire and spend his last years grazing in the meadow.

Now we hear from Mrs. Florence Walker, of Dillon, Montana, who has taken the next step. She pulls a harrow with her T-B.

Mrs. Walker writes:

"Everyone in our family gets in on the Trail-Breaker act! So far I've left the trail-blazing and pole-climbing to my men-folk but I've had a lot of fun helping to harrow our three-acre field with a single section of harrow hooked to 'Timothy,' our Trail-Breaker. It did a fine job using second gear and pretty near full throttle.

"We use our Trail-Breakers for all kinds of things—irrigating, moving pipe, hauling feed, even moving stalled cars. They get consideration for all sorts of

work projects, and recreation goes without saying.

"Next summer, if I get so I can ride well enough, I hope to join the Beaverhead T-B Club, and do some fishing and camping in our local mountains."

We certainly hope so too, Mrs. Walker.

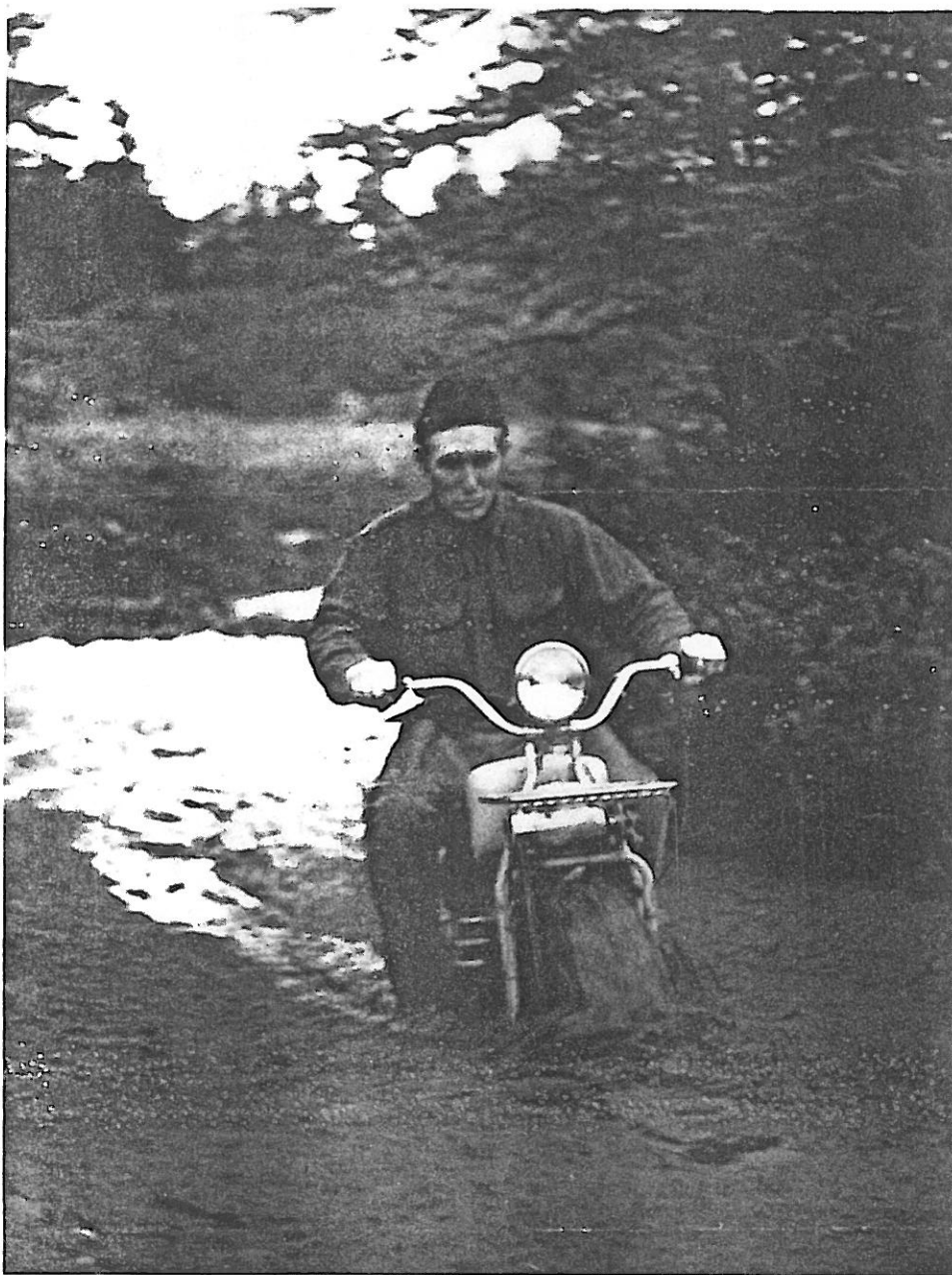
Tell your men-folk that they should use Timothy the next time they have to string some fencing. With a reel of wire on the rear rack, they'll find that the T-B can pull it tighter than a horse.

We Love Photos

Sure we just ended our photo contest, but we still would love more photos and letters from all you folks out there.

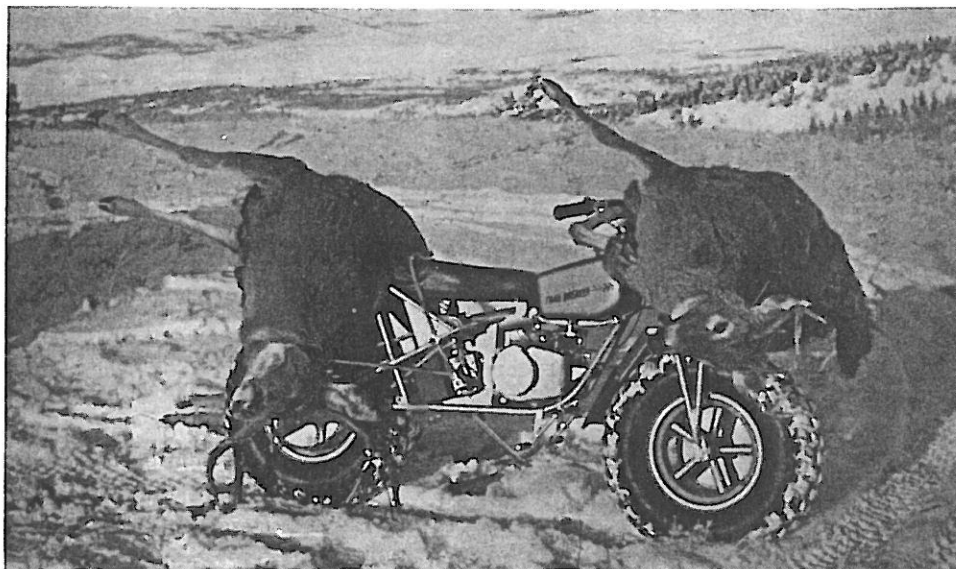
Tell us—and show us—of the unusual uses you put your Trail-Breaker to, and you might end up in Tracks. (That's known as fame, friends.)

Winners in the TRACKS Photo Contest



A TYPICAL MUDHOLE in Newfoundland is what Ensign Steve Forrestel calls this scenic spot, so he took a photo of his friend Mike Wheeler and sent it in. We awarded it first prize in the color division of our photo contest and whipped off a check to Ensign Forrestel. He's posted at the Naval Station at Argentia, Newfoundland, and we suspect that mudhole is not only wet but also cold. Since Mike is the one in the mud, we hope Steve will sock him to a beer or two for his part in the winning effort.

OUT IN THE WILD WEST James Holmlund went hunting last fall and came up with these results. The mule deer on the back of the Mk IV Trail-Breaker weighed about 200 pounds, and the whitetail buck on the front rack was no slouch either. Holmlund had to load them aboard with a block and tackle before transporting them. He also apologized for not being in the picture himself! After he got them home he sent us this photo, and we promptly called it first prize in the black and white division of our photo contest; off went a check to Valier, Montana, for a hundred bucks. Not a bad return on your two-buck investment, eh, Holmlund?



ROKON ACCESSORIES

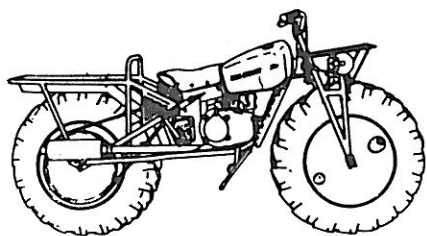
Some for Go, and Some for Show

It's great to sleep out in the woods overnight, but it's even nicer to have a sleeping bag with you. So it is with the Trail-Breaker.

Accordingly, the Trail-Breaker Works has made up a list of accessories for your T-B, be it a Mk III, a Mk IV or a RT-340 Automatic. These niceties aren't really absolutely necessary (unless you're going to a piano recital and need a Trail-Breaker polo shirt) but they are good to have.

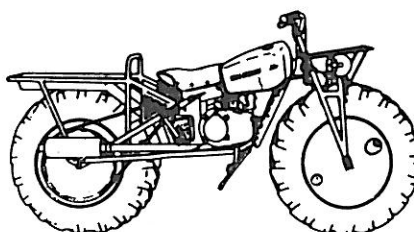
Below you will find a list of what the well-dressed Trail-Breaker would like to have as accessories. Please note that all prices are FOB Keene, N.H. In these difficult days we're trying to hold the price line, but must warn that all prices are subject to change without notice.

Part No.	Description	Retail
100336	Air filter, Filtron Competition	6.89
100357	Air gauge	4.65
100657	Alternator light kit (Mk 3 Explorer, Mk 4 Standard)	87.95
100658	Alternator light kit (Mk 3 Automatic, Mk 4 Automatic)	87.95
100659	Alternator light kit (RT-140)	99.95
100341	Battery light kit	33.72
100744	Bumper rack	135.00
100896	Chain lubricant, LPS (4 oz.)	3.77
100897	Chain lubricant, LPS (16 oz.)	6.22
100898	Chain lubricant, Dri-Slide (2 oz.)	1.85
100372	Clutch Tool	13.50
100346	Emergency spare parts & tool kit	17.53
100397	Emergency spare parts kit only	4.47
100343	Foot rests, rear passenger (pair)	5.84
100892	Front cargo rack kit	17.96



100071	Grips, soft (pair)	3.74
100692	Horn	7.15
100913	Oil, Golden Spectro (four-pack)	3.95
100810	Rear mud shield	2.96

100893	Rear tow bar kit	13.25
100173	Rear wheel guard set	23.12
100134	Saddle, all-weather solo	27.56
100337	Seat cover, soft (fits solo saddle)	12.98
100338	Seat kit, rear passenger (all models)	26.76
100340	Seat kit, custom (fits all models)	27.03
100446	Seat strap, rear passenger	2.56
100770	Sprocket cleaners (pair)	7.95
100891	Tool box kit	9.48



100394	Sprocket kit, 15T high speed	9.45
100886	Sprocket kit, 18T high speed	11.13
100345	Sprocket kit, 26T high altitude	11.13
100764	Sprocket kit, 72T overlay	21.14
100049	Starter, heavy-duty pull (5")	25.33
100914	Trail-Breaker jacket (S, M, L, XL)	13.43
100919	Trail-Breaker shoulder patch	1.32
100902	Trail-Breaker polo shirt (size 10, 12, 14)	5.40
100905	Trail-Breaker polo shirt (S, M, L, XL)	5.40
100939	Front fender kit	18.42
100593	Mirror assy. including handlebar clamp	4.84
	Paint, touch-up (specify color and machine model)	4.50
	Trailer, Trail-Breaker cargo	130.00
	44-page, fully illustrated parts manual "Rokon, The Two-Wheeled 'jeep' In Action", film—Specify Super 8mm or regular 8mm	5.95
100937	Chain breaker	3.45

Specially for the RT-340 Automatic:

101727	USDA-approved Spark Arrestor	24.95
101261	Battery and stoplight kit	54.95
101496	Parts manual, fully illustrated	5.95

T-B Trailer Eases Load For Hunter

"Old Yaller has done it again and again, etc." reports Verne Hoggatt, of St. Paul, Minn.

And what do you suppose he's referring to? Hint: he has hauled eight moose out of Canada's back country since 1970. Did it all with his Trail-Breaker, did Mr. Hoggatt, and an ingenious cart hooked on behind.

He made the cart himself, and in the accompanying photo, you can see Verne, what's left of the last moose, and the cart itself.

The cart was designed and built by Verne, who says it had a humble beginning: "It was originally designed for 'Swedish steam'—manually pulled like a Chinese rickshaw." But along came the Trail-Breaker and now things are different and easier.

The cart is made of 3/4" OD standard pipe with a regular trailer hitch. The axle is a cold-finished bar and has carried 500 pounds with no problems. Wheels are extra heavy duty bicycle rims. Verne pulls the unit with a standard ball trailer hitch.

He adds: "In Canada moose hunting, the cart works well because there are no deep ruts on the trails. However, when deer hunting in the good old USA too many four-wheel-drive units cause many deep ruts. These ruts are six to ten inches deep and the bicycle rims can't handle the shift in weight from the uneven deep rutty trails. The solution may be to use a pair of Trail-Breaker rims and tires, because of their width."

Verne goes on to say that "I have yet to find a spot that I couldn't get over, under, around or through, and that's the truth. There's a warm spot in my heart for your machine."

Well, thanks for the kind words, Mr. H., we do appreciate them. We have just one question:

Even with the high price of meat these days, isn't your family getting just a bit tired of mooseburgers?



THE VERY MODEL of a modern moose hunter, Verne Hoggatt of St. Paul, Minn., heads homeward with a trailerful of Sunday dinners. Verne made up the trailer himself and the accompanying article tells how he did it and how it works.

Grandma's Trail Easy to Follow —If You Use a Trail-Breaker

Back on Page 2 there's an article about a nice lady in Montana who harrows her field with a Trail-Breaker.

Not to be outdone, here's a lady from Wichita Falls, Texas, who's following in her grandmother's footsteps (or rather tracks). Three cheers and a tiger for women!

Let Mrs. Guy E. Mathews, Jr., tell her story:

"Eighty-three years ago my grandmother crossed the mighty Red River in a covered wagon on her way to Henrietta, Texas. As a child, I was enthralled by her stories of the two-month venture by wagon train from Colorado but the actual fording of the 'treacherous Red' remained my favorite.

"A few months ago, I experienced the great thrill for myself as I forded the Red on a Mk III, a birthday present from my husband. Me! who even trembles at the word 'motorcycle.'

"Though the river bottom shook like Jello as I skimmed along on terrain that would have found me bogged up to the knees if I had been walking, my Trail-Breaker was fabulous and never let me down.

"Other cycle riders were trying to achieve the same results by high speed and were they ever slipping, sliding and falling! Add this to their frustration: this 'old mom' putt-putting along where they could not go.

"We are enjoying Trail-Breaking as a family sport; both my 15-year-old Mary and 12-year-old Guy III are excellent riders. My 4-year-old Missy has become resigned to being a hitchhiker, or offers encouraging comments like, 'Mama, pop a wheelie.' Also, we have met a lot of nice people who are overwhelmed as we ride all over Texas and New Mexico and Oklahoma because this is their first time to see a T-B.

"I just couldn't close this letter without a note to the 'T-B Widow' in Chicago lest she think I am exceptionally brave—NO WAY. My husband really sold me on the Mk III's reliability and safety. Please try it—you'll love it. I've never had a better birthday present."

Well, thank you, Mrs. Mathews; we hope Mrs. Thorpe out in Chicago reads and heeds your comments.

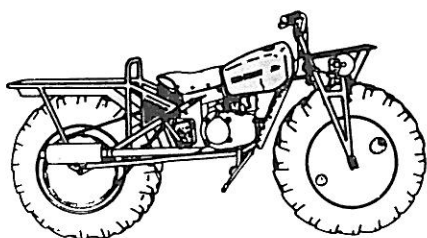
PROBLEM

Find the T-B

If you look carefully you will be able to spot a Trail-Breaker and rider in amongst all those devil's toothpicks.

Don't know who the rider is, but he's a member of the New England Boondockers, and two to one he's lost. The Boondockers spend weekends rambling around Southern New Hampshire looking for such outlandish spots as this to play in.

Or maybe they're just scouting firewood for next winter?



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 arrester 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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