


# TRACKS

## TRAIL-BREAKER

goes anywhere 

VOL. V, NO. 1

June, 1974

## Rokon Shoots for '74 ISDT



JIM SIMMONS of the Rokon team on his way to a silver medal at the Picayune, Miss., ISDT Two-Day Qualifier.

### Factory Team In Qualifiers

The 1974 summer series of two-day qualifying races for the International Six Day Trials has begun, and once again Rokon - which did so well in last fall's ISDT - is in the thick of the fight.

At presstime results were in on the first three qualifiers, and here's what happened:

Fort Hood, Texas: five Rokons entered. Jim Hollander, gold medal, third overall; Jim Simmons, gold medal, fifth overall; Jim Fogle and Dave Mungenast, gold medals; Gary Snider, DNF.

Picayune, Mississippi: 150 entered, 29 finished; five Rokons entered, four finished. Simmons and Snider silver medals; Fogle and Mungenast, bronze medals; Hollander, DNF.

Barstow, California: 155 entered, 28 finished; four Rokons entered, two finished. Hollander and Simmons, gold medals, first and second in class; Mungenast and Snider, DNF.

As yet there is no guarantee that Rokon - or anyone else - will win a spot on the entry list of the 1974 ISDT, but if we continue at our present pace we'll be there.

The International Six Day Trials is the Olympics of motorcycling. Held last year in the Massachusetts Berkshires - first time in the United States - and scheduled for Italy this fall, the ISDT attracts the best of the best each year.

Again this year the RT-340 is the only entrant with an automatic transmission, the unique feature that won us a special award last year for engineering excellence.

We'll keep you posted on our progress.

We're sorry you didn't win our last photo contest - so sorry we're going to give you another chance.

Yes, Rokon fans, we're starting another picture contest, running from right now to December.

Same simple rules: your entry must show a Trail-Breaker (any model) or a Rokon RT-340 Automatic in it. Subject must be identified. Submit as many entries as you want, but we can't return them; and all entries become the property of Rokon.

Same prizes too: \$100 for color winner; \$100 for black and white winner.

Your entry or entries must be postmarked by Dec. 10, 1974, and the winners will be notified by telegram on December 24.

And wouldn't that be a nice Christmas present!

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A couple of months ago the prez unbolted the kryptonite chain that served to keep us at our desk, pinned a note to our necktie and turned us loose.

Two days later we were in Scotland, eating salmon, admiring the highlands and sampling the local waters. (If anyone ever offers you a taste of MacDonald's Glen-coe, you'll know what we mean.)

Halfway up the coast we ran into the middle of the Scottish Six Day Trials quite by accident. No Rokons entered, by the way - we can't be everywhere. But we did talk with a couple of young men from the Isle of Man who remembered Tom Clark and the Rokon prototype from a couple of years ago. They knew all about last fall's ISDT and kept up with the world of motorcycling. (If we'd had a couple samples in our suitcase, we could have registered sales right on the spot.)

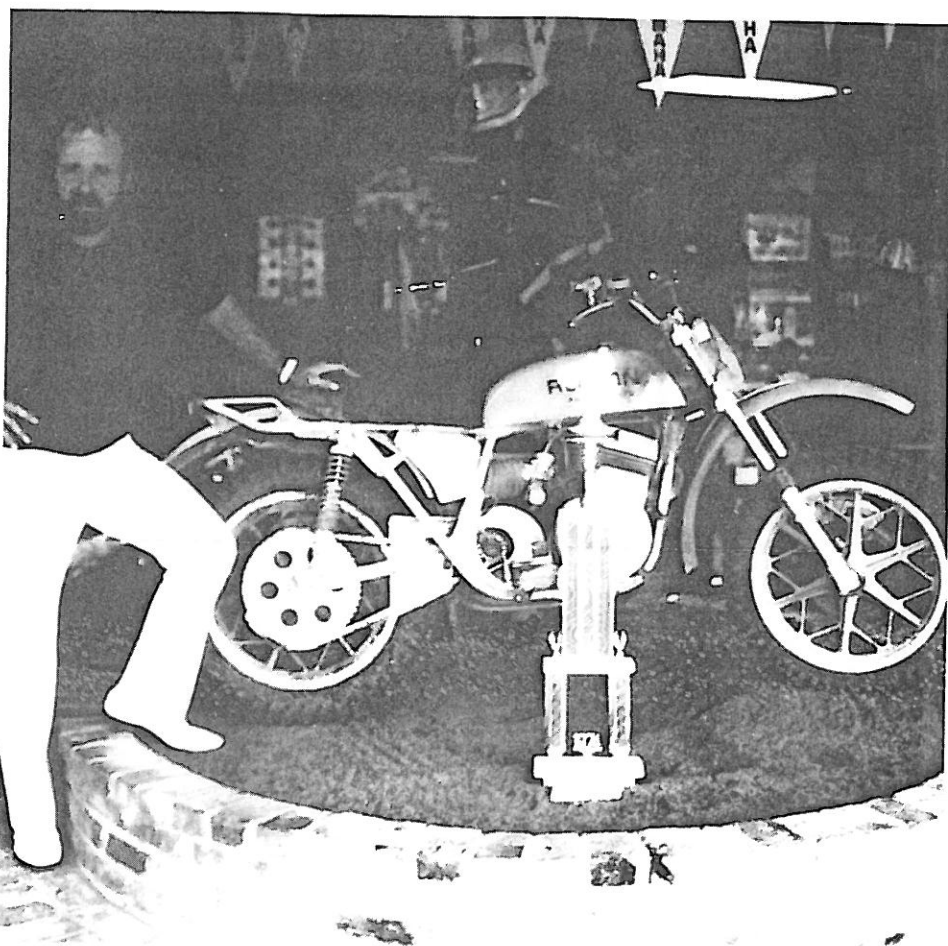
So the next day we went back to looking at sheep and heather and Scots lassies, feeling that Rokon is beginning to be known in the racing world just as we knew we would be.

You will note that we have been busy racing, all over the states, to such an extent that our man Marty complains he hasn't even time to wash his clothes. After the first three qualifiers for the 1974 International ISDT (California, Texas and Mississippi) we're right in there with the best of them and again aiming for a spot in the most prestigious event in the world of endurance motorcycling.

We are doing other things here at the factory, of course. Elsewhere in this newsletter you will find photos of Rokon Ranger, a new model which we aren't telling you about right now. We'll keep you informed in later issues. . .

And of course we're doing an unusual amount of the usual things, such as expanding our sales staff and our dealer network.

And we are still working two shifts putting out Old Faithful, the big yellow Trail-Breaker which started it all.



HERE'S THE MAN who has been terrorizing the rest of Texas with his RT-340, Revon Craig of Beaumont. The article below has all the details of his three wins. Note that there's only one trophy in this photo; the one showing all three photos left the rider out, and we thought you'd like to see RC in the flesh.

## *Texans Eat the Dust Of Our Man Craig*

Out in Texas, where the owls chase the chickens and the chickens love it (at least that's what we're told, and would a Texan lie?) there is a new Rokon dealer, Revon Craig of Golden Triangle Cycle Center, in Beaumont.

Mr. Craig is not new to motorcycling, he's just new to us. (He also sells Y-m-ha and M-to-G-zzi.) When he got his first RT-340 Automatics he thought it would be interesting and instructive to take a weekend run or two to get any kinks out.

So on Feb. 24 he entered a three-hour closed course enduro at Woodville, sponsored by the Gulf Coast Trail Riders. There were 160 riders in the event and Revon was on the only Rokon. The results: Revon Craig, first overall.

A couple weekends later the Houston

Trail Riders conducted a closed course enduro at Coldsprings, attracting 135 entrants. Revon again was the only Rokon rider, and again the results were the same: first overall.

On March 24, the Gulf Coast club held another enduro at Woodville. Ninety entrants showed up, but Craig was the only one with a Rokon. And when the dust settled who was first overall? You guessed it, gentle reader; ol' Revon Craig.

Any day now our phone will ring, Mighty Mo the secretary will tell us that Beaumont is calling, and we'll know that RC has done it again. You can't keep a good Texan down.

(And what of the hundreds of other good Texans in those enduros, you ask? Maybe they didn't have the right equipment to start with.)





GARY SNIDER did this sort of thing for two days in a row last April and ended up with a silver medal in the Picayune, Mississippi, Two-Day Qualifier for the 1974 ISDT. While this

photo might not please the Picayune Chamber of Commerce, it does give the barest hint of what trails riding is all about, and the kinds of men necessary to score in such events.

# *Ride Through It or Plow It Away*

## *Snowdrifts Hold No Terrors for Trail-Breakers*

One of the problems inherent in the publication of a quarterly newsletter is the time lag involved.

Let's say Tom Trailer and Bill Breaker are out playing in the sand dunes on a hot summer's day and take a couple of photos. They have them developed and sooner or later send them in to us. Great! that's just what we want.

But we get 'em just when we're trying to put together the winter issue and those photos - good as they might be - just don't show that the Trail-Breaker is a true four-season machine.

Every job has its problems, though, and we're going to ignore this one. We here show you that the T-B Mk III is capable of plowing snow. What's more if you start now you just might finish your plow attachment in time to be ready for the first snowstorm.

Les Wyatt of Butte, Montana - they really get snow there - solved his problem by attaching a small blade to the front axle. (See top photo at right.) Then he added a lever attachment so he can raise or lower the blade without dismounting or even stopping for that matter.

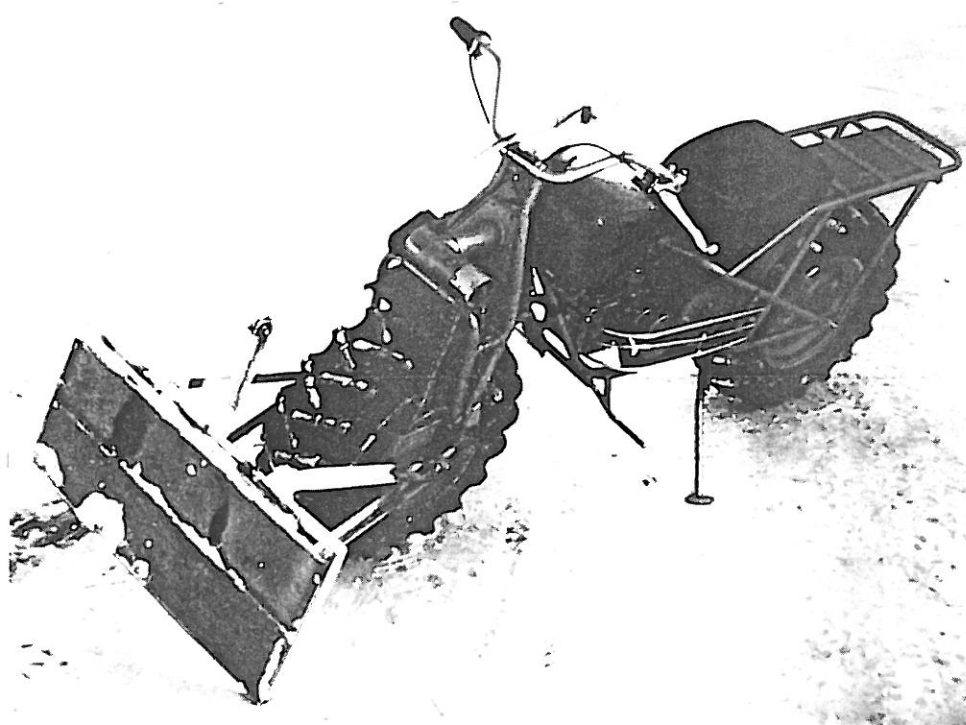
Les says it works fine and handles eight inches of new snow "without any trouble at all." When summer comes Les takes off the plow and puts on a special box he built for the back. Then he's ready for his good-season hobby, rock-hounding.

Still in Montana, but now in the city of Missoula, Richard L. Harrison has done the same thing in a different way. His plow can be raised and lowered too, and also dumped as well.

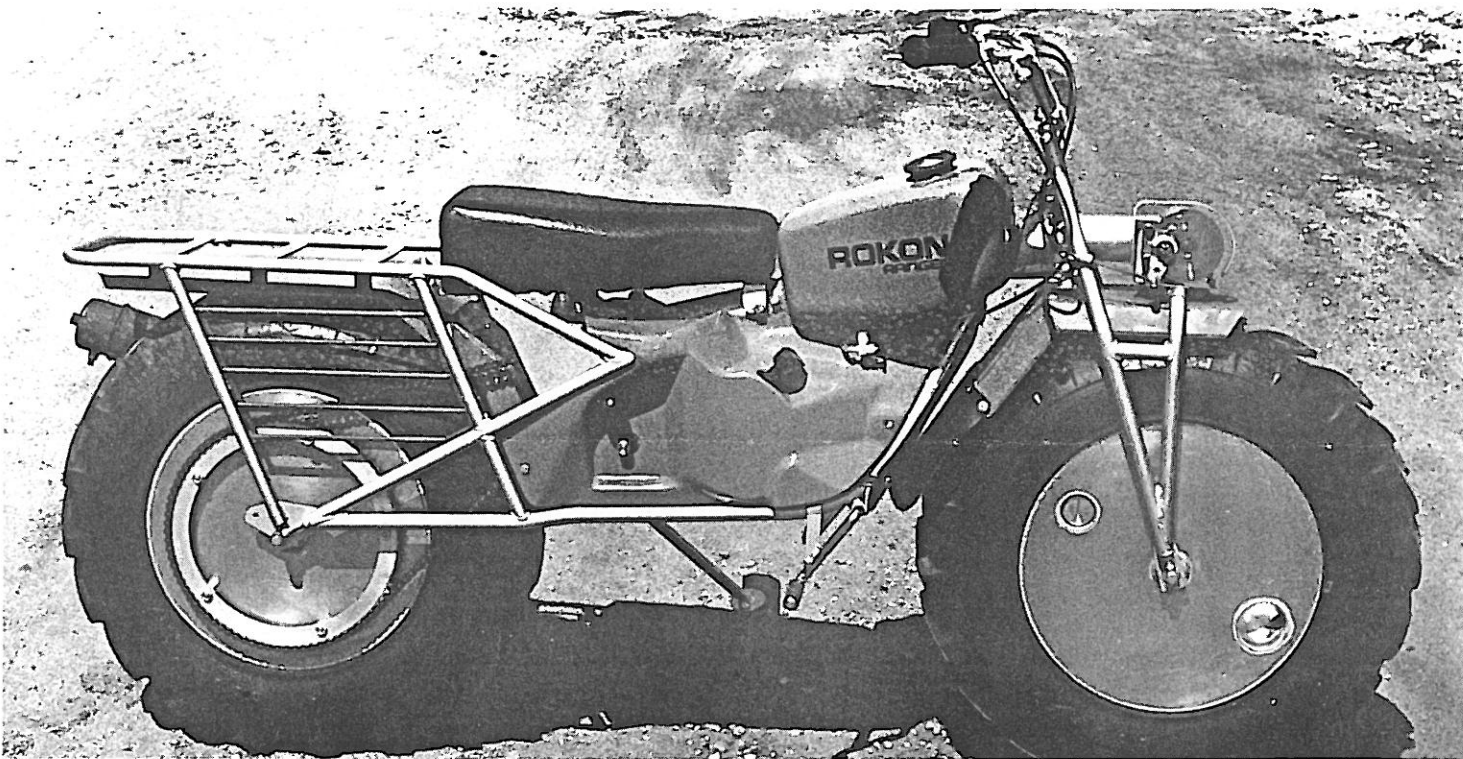
By coincidence, Mr. Harrison is a rockhound too and he uses his attachment to backfill holes he has dug for rock specimens.

To be sure, neither of these machines would challenge a Caterpillar D-16. But then, who wants to go trail riding on a D-16?

Thanks for the photos, gents.







Put on your spectacles and turn up the ear trumpets, gang, here's the first look at the newest member of the Rokon family!

You'll have to look sharp, since we're not telling much about the new Rokon Ranger just yet.

The Ranger is not in production now, but it sure as heck will be when we finish our testing of it. It is as exciting in its own way as the RT-340 Automatic and we predict that when the Ranger hits the marketplace it will make as much of a splash in its field as the 340 is now making in the world of

enduro cycling.

Certainly it has two-wheel drive - look at the top photo.

Individual brakes for each wheel, too? see the handlebar levers?

Pity you can't see through the sleek molded engine cover to see where the horsepower lives, but isn't it a sharp looking machine?

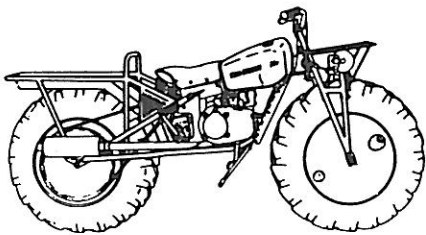
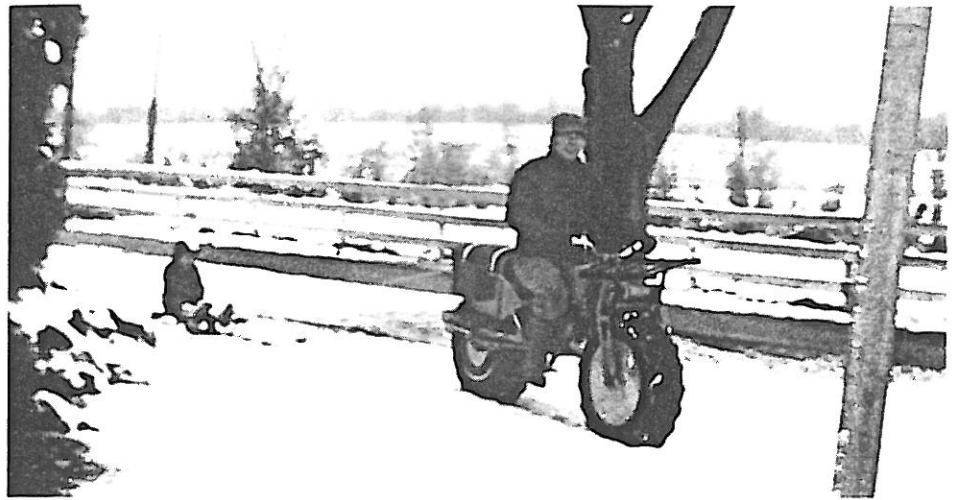
We'll tell you all about it later, folks, but that's it for now. Keep your eyes peeled for the next issue of Tracks.

## When You Gotta Go, Do It with Style!

Let's say you're a young tyke and it's wintertime and you have a brand new sled but no hills to slide down. Frustration with a capital frus!

Enter the Trail-Breaker and the kindly Mr. Leslie Troue of Sparta, Ill. Just like the old workhorse back on the farm, Mr. Troue's Trail-Breaker pulls double duty, helping out after its other chores are done.

Hurray for Mr. Troue! (But why didn't he identify the tot on the sled?)



### 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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