

TRACKS

TRAIL-BREAKER

goes anywhere 

VOL. V, NO. 2

September, 1974

Rokon Wins Entry in '74 ISDT

Factory Team Off to Italy

For the second year in a row Rokon has been awarded an entry spot in the 49th International Six Days Trial.

The prestigious event, called the Olympics of motorcycling, begins Sept. 9 in Camarino, Italy.

On the Rokon team will be the cyclists who won the entry by placing well in six different two-day qualifiers across the United States: Jim Simmons, Jim Fogle, Gary Snider and Jim Hollander.

The American Motorcycle Association has announced that these riders will comprise the official United States Vase

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THE MYSTERIOUS EAST INDEED! Our man in Japan, Tadashi Tomiyama, is here pictured with his Trail-Breaker MkIII near the top of Mt. Fuji, the sacred mountain of Japan. At the top is a weather station, and it stands at 3776 meters, or about 4000 feet. Tadashi tells he was forbidden by temple priests to make the climb but did anyway. What he doesn't tell us is who took this photo. For more on Rokon in the Far East, see Page 5.

Photos Needed

Just a reminder that our photo contest is continuing until December, and that the top prizes (one for black and white, one for color) are \$100 each.

Further, you still have time to enter, because the winners will be notified by us the day before Christmas, just in time to brighten your holiday season.

We're using the same rules as always: the photo must have one of our machines in it, the subject and locale must be identified, we can't return entries and they become the property of Rokon.

Submit as many entries as you want, but they must be postmarked by Dec. 10, 1974.

Do it now!

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Help!

When you and I were young, Maggie, the world was a different and simpler place. One could buy a good tennis racket for three dollars, he tied his own trout flies himself with hackle swiped from the family rooster, and gasoline at five for a dollar was an advertising slogan designed to hide the fact that the price was no longer 16 cents a gallon.

Of course there weren't as many dollars around then, but there weren't as many people either. Perhaps that is the biggest difference; if you ever revisit your childhood home you'll see instantly what we mean.

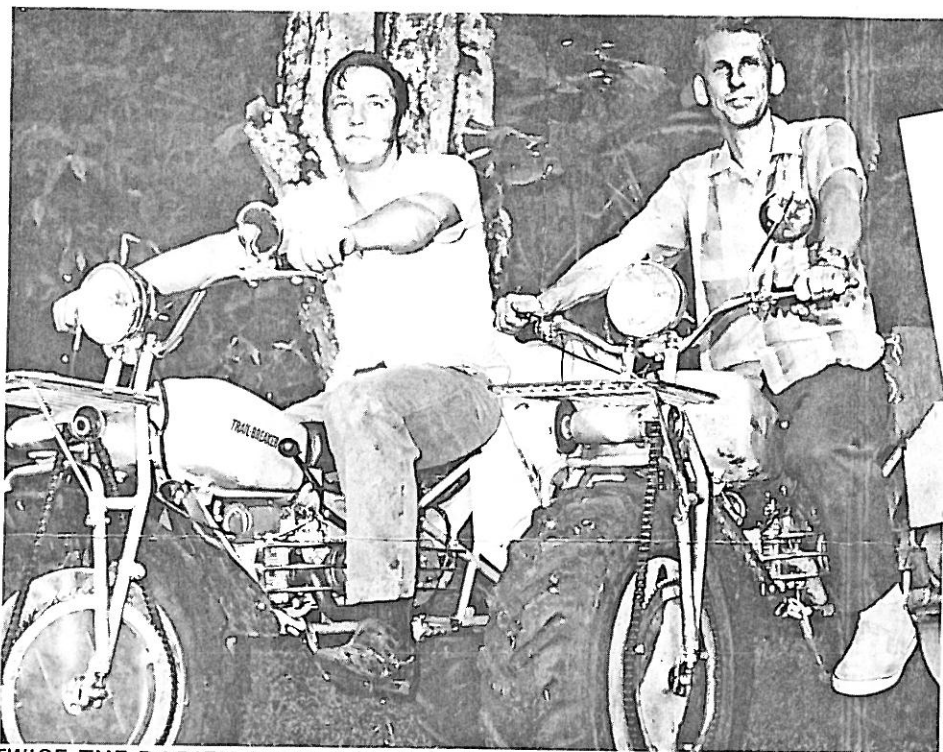
The stream where you once fished and watched beavers is now owned by Getridge Quik Enterprises and prowled by salesmen in silk suits offering to sell you a spacious quarter-acre ranch site for only \$4795 (plus interest, of course, and twelve years to pay).

Well, too bad. We can't change that. But surely you have noticed that when a person wants a change - or takes a vacation - usually he heads for a remote area, be it coast, lake, desert or mountain.

The need for such areas, where one can recharge his mental and physical batteries, is being increasingly recognized; and for that we are grateful. What a dreary world it would be otherwise!

So if you have some wilderness in your part of the world - and if you're reading this the chances are that you do - do everything in your power to keep it so. There seems to be no way to turn housing developments back into forests (presumably because there is no limit to lust for the buck) so we must do our damndest to hang on to every clean river and lake we have; every stretch of shoreline that is empty of man, and every bit of forest and desert.

You wouldn't want your grandchildren to grow up on concrete, would you?



TWICE THE DARIEN JUNGLE (that's in the Canal Zone, not Connecticut) has turned back Robert Webb, above with his friend Ron Merrill, from crossing it on his Trail-Breaker. The first time it was Nature, and the second time it was a logging truck. See story below for details.

Jungle — and Logging Truck — Combine to Defeat Explorer

Do you remember our friend Robert Webb from Balboa in the Panama Canal Zone? Last year he tried to cross the Darien Gap on a Trail-Breaker and was doing fine until he was stopped by a cliff.

Webb vowed then he would try it again and last February he and a friend, Ron Merrill, set out through the Darien jungle.

Webb says they were about halfway through when they stopped briefly at a logging camp. There the jinx struck again, this time in the form of a logging truck which backed over Webb's parked Trail-Breaker!

Well, the Trail-Breaker is tough but not that tough, so Merrill and Webb are considering another trip next February.

We Lied to You

Well, we told you a fib last issue.

We said that we would Tell All about the new Rokon Ranger and showed a pair of photos to point up our contention that it will be an exciting new member of the growing Rokon family.

We aren't going to do it this issue, though. Maybe next time, and maybe even with two more additions, the Rokon Scout and the 340 MX - the world's first automatic motocrosser - which will weigh in at 230 pounds.

Hang in there, folks.

Manual Ready

If you went out and bought a Rokon RT 340, you got a great bike - the best, we think - and a pledge.

Now we are fulfilling the pledge. The Owners' Manual is finished and in the hands of our dealers, so go back to the dealer and pick it up.

We think the manual is a good one; it tells you everything you must know to keep your wheels turning, from one end of the bike to the other and at all levels of complexity.

Go get it.

The New Rokon ST 340



Meet the newest member of the growing Rokon family of fine machines: the red, white and blue ST 340! Designed as a limited production version of the unique and successful RT 340 enduro racer, this beautiful new bike is a true dual-purpose machine.

Not a street bike, the ST 340 has as standard equipment street lighting, directional signals, horn, battery, mirror, universal tires, a quieter and more efficient exhaust with spark arrestor, and the sexiest new paint job in the world of cycling. And of course it has the world-famous Rokon automatic drive system.

Like its older brothers, the ST 340 is engineered and manufactured by Rokon, Inc., 160 Emerald St., Keene, N.H. 03431.

Rokon Awarded Entry Position In '74 ISDT

Continued from Page 1

"B" Team on the remarkable Rokon RT 340 Automatic.

This is the machine that amazed the cycle world last year - its first in competition - at the ISDT by taking four medals and winning the special engineering achievement award put up by West Germany. Last year marked the first time that any American motorcycle manufacturer had successfully competed in the ISDT.

In qualifying for the ISDT, Rokon team riders amassed this record:

Fort Hood, Texas: 4 gold medals.
Picayune, Miss.: 2 silver and 2 bronze.
Barstow, Calif.: 2 gold medals.
McMinnville, Ore.: 3 gold and 1 silver.
Potosi, Mo.: 3 gold and 3 silver.
Weston, Ore.: 2 gold and 2 silver.

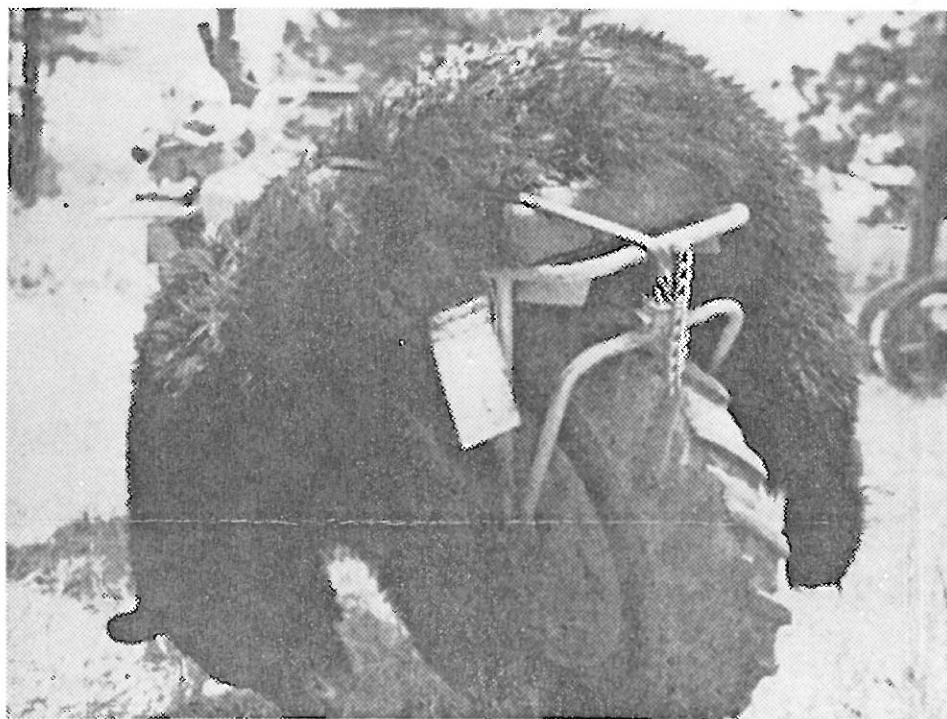
Thus totals for the Rokon team in the qualifiers were 14 gold medals, 8 silver medals and 2 bronze medals.

At presstime for TRACKS, the factory team and bikes had already left for Italy to prepare for the grueling contest, which consists of six days of competition under the most dismal track, terrain and weather conditions imaginable.

Among the world's trails machines at the ISDT - indeed, among all the competition motorcycles in the world - the RT 340 stands unique. It is the only high performance motorcycle with an automatic transmission.

Success is never automatically guaranteed in the Six Days Trial, but if determination and hard work count for anything, Rokon will do well again this year.

We'll let you know how we make out in our next issue.



MEANWHILE, BACK IN BRUSH, COLORADO, (isn't that a great name for a small town in the West?) William Trimbach and his son Dan decided to go bear hunting. They did it the hard way, with bow and arrow, and you see the results above. Hunting in the mountainous country around Stonewall, Colo., (you sure you aren't making these names up, Bill?) they tracked and dispatched this fine specimen of a black bear. Naturally they used their T-B to get in and to get the bear out, and we suspect there was enough to feed the entire county on bear paw stew (recipe on request) for weeks and weeks.

How Are Things Out Your Way?

Back on Page 1 we tell you how to win some bread (our photo contest) but man does not live by bread alone, so now we tell you how to win some free publicity.

If you are a member of a club - even if you are just a group which rides together on weekends - tell us about your activities.

Maybe your club runs a rally or a hare-and-hounds every now and then . . . good! tell us about it.

Maybe your friend, husband, mistress, or whoever won the Hither-to-Yon Enduro on a Rokon.

Maybe you were fifth in the Earflap Junction Pancake Eating and Barrel Racing Contest.

Well, hurrah for you and let us know about it. (hint: your local newspaper would like to know about it too, we guarantee.)

And if you have discovered a new use for your machine more imaginative than using it as an anchor for your yacht, let's hear of that too. (We know of one Vermonter who takes off the front chain, props up the bike, runs a rope around the grooved rear tire, and saws firewood. He used to use his Model A for that, but a sport came along and bought it for \$2300!)

Well, you get the idea . . . drop us a line.

He Still Wants To Be Alone

We like to keep you good people out there posted on what's new in the glamorous East, and so we bring you a spot of news:

Charles Bronson, the mean-looking

and -acting film star quoted as saying "I don't have any friends and I don't want any," bought a machine from us.

He has a big estate in central Vermont to run it on, and he surely can get away

from people on it if he wants to.

Lest you think we might get swelled heads over this turn of events, we have to point out that before Bronson got around to buying ours, he collected 34 other motorcycles first! Ah, well; we hope he sleeps better these days, knowing he has the best at last.

Yellow Peril Hits the Far East



AND WHERE WERE YOU on last June 7? You probably don't remember but Tadashi Tomiyama was busily climbing Mt. Fuji, Japan, on his Trail-Breaker, and this set of photos proves it. He sent us about 40 other photos, too, so it must



have been a full day for Tadashi. He had to do it all by himself, since taking the Trail-Breaker up the sacred mountain was an illegal enterprise; these pictures couldn't even be published in Japan. You saw it here first, T-B fans!

The Japanese are clever, no two ways about it.

Since World War II they have by use of brain and energy really pulled themselves up to a point where now their economy is among the strongest in the world.

Their optics are the equal of Germany's, their watches are as good as Switzerland's, and their cars - well, you can find Japanese cars holding their own right in the strongholds of the automobile, towns like Detroit, Turin and Coventry.

You may even have heard that there are Japanese firms making motorcycles, too; all sorts from little one-lungers that really are motorized bicycles right on up

to great big hawgs, and just about everything in between.

But the Japanese don't have a two-wheel-drive bike - and we do - so that is why in the Tokyo Motorcycle Show a couple of weeks ago there was Old Reliable, the MkIII Trail-Breaker.

It may seem to you that displaying an American bike in the Tokyo Show is an activity that makes about as much sense as displaying a Japanese car in the Detroit Show. But there is a lot of rough country in Japan, particularly in the north, and a lot of Japanese enthusiasm about biking.

Our man in Yamaguchi-Ken is Tadashi Tomiyama (see photo on Page 1), a young man with spirit, determination and a great ability to ride anything on wheels. It was Tadashi who took his Trail-Breaker (he also sells H-d-s) to the Tokyo Show where one million (!) people could see it. It was also Tadashi who rode his Trail-Breaker to the top of Mt. Fujiyama, the sacred mountain of Japan, in the face of an express prohibition against doing so.

So once again Rokon takes on the biggest kid on the block. Move over Honda! Back to making pianos, Yamaha! Out of the way, Kawasaki and Suzuki!

Here comes Rokon! Banzai!

No Such Thing as Off-Season for T-B

Well, it's been a nice summer but like all summers it is being followed by fall, and that will shortly be followed by winter.

If you are going to run your MkIII through the winter (and you certainly can and should) it will run better and happier if you follow a few simple tips. These hints are based on common sense and the laws of physics. So, here goes . . .

Lubricate the push pins on your disc brakes before each trip. Keep the chains lightly lubricated, too.

Let your bike warm up for ten minutes or so before starting out.

Sprocket cleaners will prevent ice buildup in the wheel sprockets, and they're available from your dealer or us (advt.).

Make sure your tires are at three and a half psi - which is also the year-round correct suspension, by the way.

Carburetion for the wintertime should be set this way:

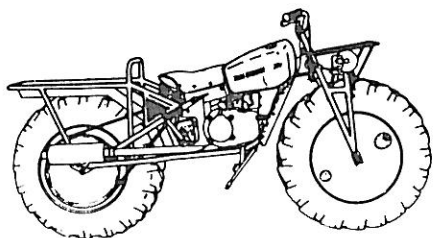
Low speed jet (L) one and a half turns counter-clockwise. High speed jet (H)

three-quarters of a turn counter-clockwise.

Remember, lastly, that traction in snow is not as good as traction on dry ground and that bump that you go whooping over in the summer is a different proposition in the winter.

Don't run in areas you haven't checked out before the snow fell; you don't want to flatten your neighbor's brand new orchard or run into a snow-covered log diagonally.

And have fun.



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.

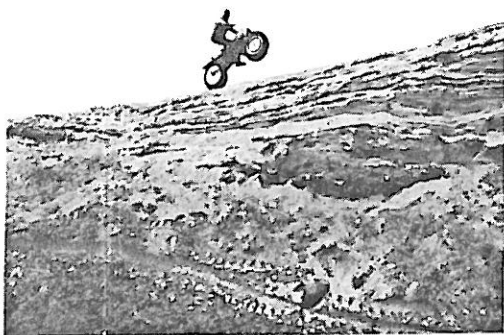
OPTIONS

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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