

# ROKON

AUTOMATIC ADVENTURES

VOL. V, NO. 4

October, 1975

## Race Team Off to '75 ISDT



**MAN IN A HURRY** - is Jim Simmons of Farmington, Mo., and Rokon's racing team. We've just sent Jim and four other riders to the 50th ISDT on the Isle of Man. The goop he's charging through in this photo is typical of the stuff we faced in the two-day qualifiers for the ISDT [not to boast, but we did get 12 golds].

### Riders Collect 12 Gold Medals In Qualifiers

Rokon has again been awarded a manufacturer's team entry for the 50th running of the International Six Days Trial.

This is the third year in a row Rokon has been honored with an invitation to the prestigious "Olympics of motorcycling." This year's ISDT will be held on the Isle of Man, in the Irish Sea between England and Northern Ireland, the third week of October.

As in the past two years, the Rokon factory team won the honor by its sparkling performance through a series of two-day qualifiers across the United States during the spring and summer. Riders collected 12 gold medals, 11 silver medals and seven bronze medals in those competitions.

Making up the factory team are Jim Hollander, Hamden, Conn.; Jim Simmons, Farmington, Mo.; and Ron Bishop, Escondido, Calif.; alternates are Jim Fogle, Lancaster, Ohio, and Dave Mungenast, St. Louis, Mo.

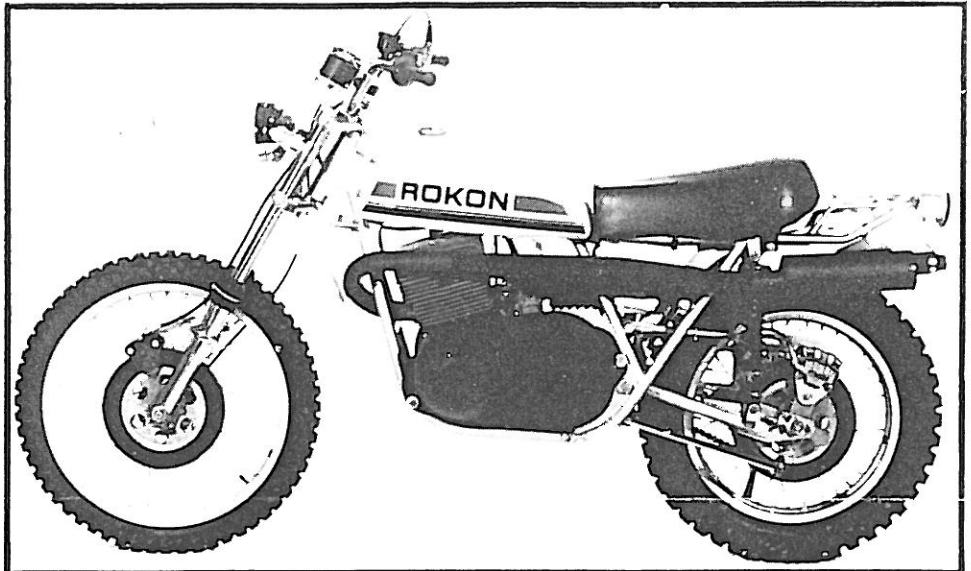
The announcement was made by the American Motorcycle Association, which by its choice took notice of the excellent racing record compiled by the Keene, N.H., Company.

In 1973, its first ISDT competition, Rokon startled the cycle world by winning four medals and collecting a

(Please turn to Page 5)



three  
to  
go



RT 340 I Enduro

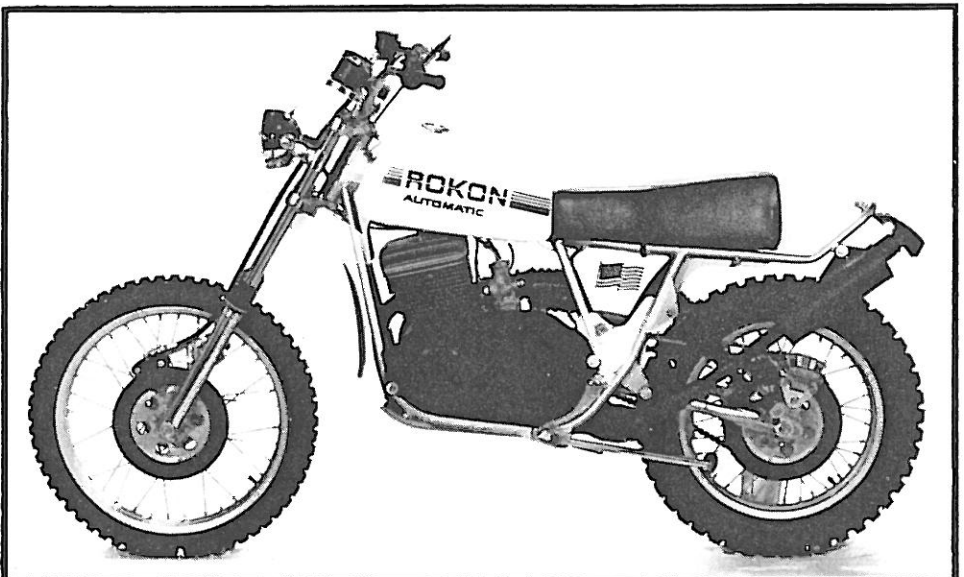
MX 11 GP



## variations on a theme

These three motorcycles are made for one single purpose: to win. They've been doing that everywhere they've been entered, from local hare-and-hounds to the grueling competition of the ISDT. Each has the world famous Rokon automatic transmission, 37-horsepower Sachs engine and front and rear hydraulic disc brakes. They are truly reliable machines.

RT 340 II Enduro



JOIN THE  
ROKON  
REVOLUTION

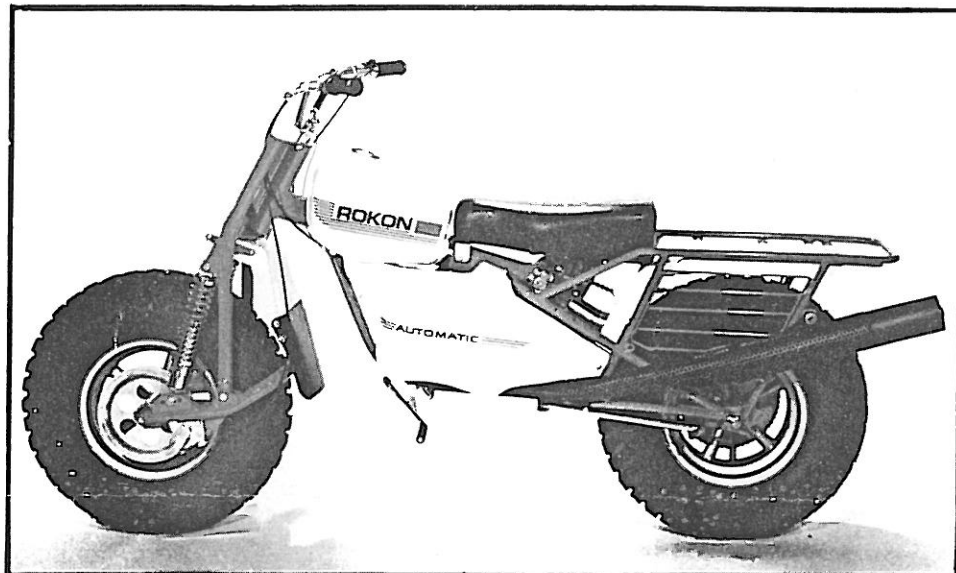
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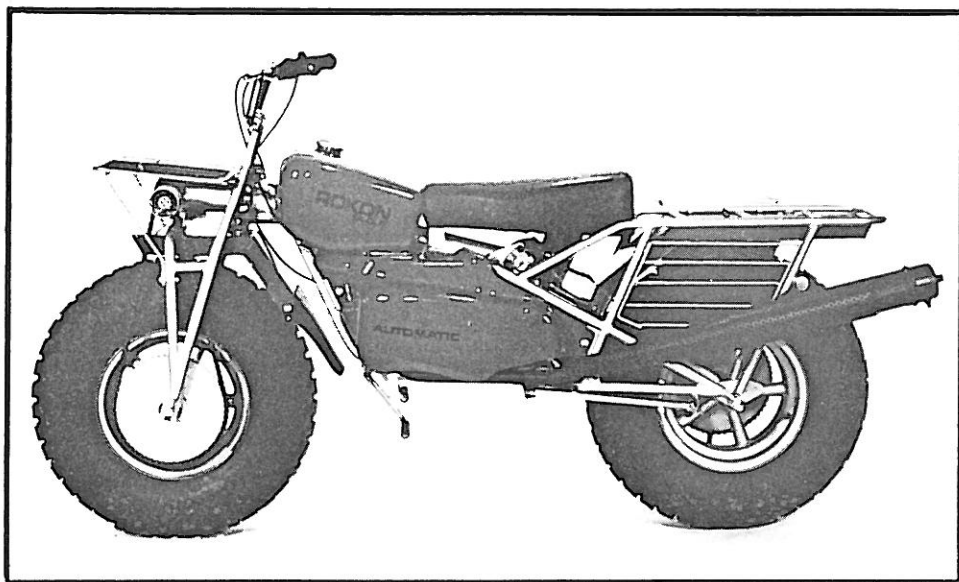
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# from utility bike



Rokon Pioneer

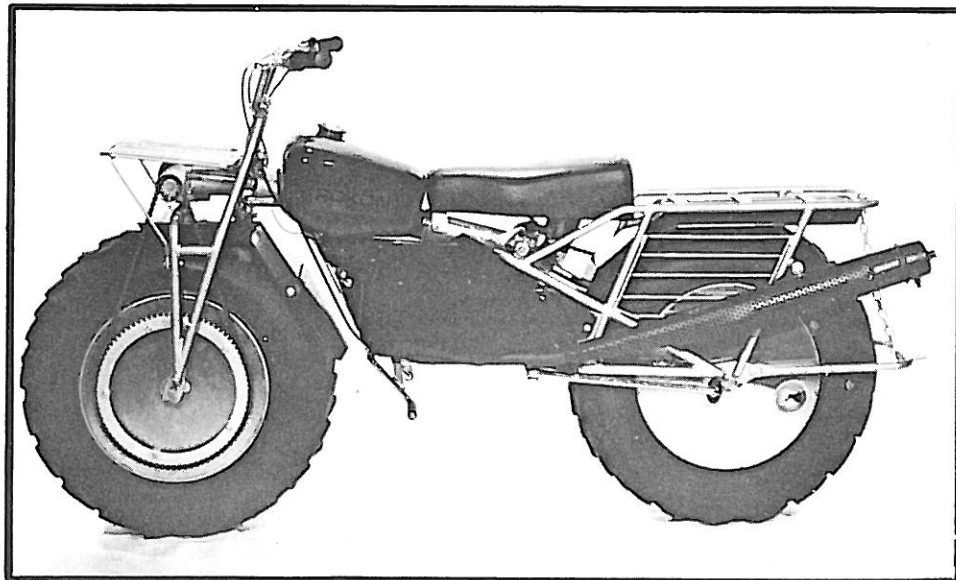
Rokon Scout



## to mototracors

Remember the big yellow Trail-Breaker? Here are three of its sassiest offspring, the Pioneer, the Scout and the Ranger. The last two offer Rokon's unique two-wheel drive and all three are equipped with the world's first automatic transmission for two-wheel vehicles. Whether it's a tough job for either of our two Mototracors or a carefree afternoon of Pioneering, Rokon automatically leads the way.

Rokon Ranger



# ROKON

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# New Features Now Standard on All Models

As a fast glance through this issue will show, Rokon certainly is involved in competition. We are constantly testing our models against others.

One of the advantages this affords our research and development team is a fast look-see on the worth of a new component. Racing is tough on bikes; if a new widget on the frammis isn't just right, we'll know it soon enough. And we'll make it better. And test it again.

Each of our Rokons has new features not available on older models (or in some cases available only as extra-cost options). Some are obvious, like the striking new paint jobs. Some are for utility, like the front cargo rack, now standard on the Scout and Ranger. And because we do a lot of racing many new

components are strictly for go.

For details, read on:

## MX-340-GP

Now fitted with a cantilever swing arm, Red Wing gas shock absorbers, eight-inch travel front forks, a down pipe and eight-inch travel rear suspension. See photo on Page 3.

## RT-340-I Enduro

If you're old enough to read you know about Koni shocks. They're standard equipment now, along with a forward mount swing arm, 4130 steel tubing throughout and a new aluminum splash guard.

## RT-340-II Enduro

New and standard here are

eight-inch travel front forks, a new rear fender with a built-in taillight, Red Wing gas-filled shocks, down pipe (more power) and a new style seat.

## ROKON Pioneer

New features on the Pioneer include leading link front suspension, a three-speed range selector and a new exhaust which allows more power. The last two items are standard on the Ranger and Scout models as well.

## Ranger and Scout

Both the Ranger and Scout now feature as standard equipment a separate rear disc brake, a front cargo rack, a towbar and wheel guards.



## Hello Again(Again)

(From Page 2)

pages will show you that we're Pressing Onward. We are going to the 50th International Six Days Trial this month at the Isle of Man, smack in the middle of the Irish Sea. Third straight year.

We got invited to the ISDT on solid merit. We won a lot of enduros this summer, as a lot of you already know.

New products? We've been busier than a one-legged man at a tail-kicking contest and the results are spread over this issue. Read on.

Thanks to all of you who wondered where we had gone. We're right here in the U.S.A. and this is where we intend to stay.

## Tom's Tidbits

It has been a long time since technical tips have been printed in this newsletter.

Reggie of "Reggie's Rules" has moved along, and now the staff of Rokon's service department will try to keep you informed.

Winter is coming and the fall rains are upon us. Keeping your ignition system on the 340 dry while riding, or just sitting in the corner of the shed, is very important. Remove the pullstarter and flywheel. Spray the ignition system with ESP, a moisture displacer, or any of those weird

named ignition sealers. By the way, while you are in there, check the points for pitting, and check the coil mounting screws for tightness.

Also, for you Trail-Breaker owners, keeping your override spring lubed is very important. Under the seat on the main frame tube, you will find two holes, one top, one bottom. These holes are for oiling the spring. If you don't have these holes, (some ol' yellers didn't) have your Rokon dealer put them in. Oiling the spring with chain lube keeps it from rusting and busting!

## Race Team Goes to 1975 ISDT

(From Page 1)

special award for engineering excellence put up by West Germany. The bike that did it, the RT-340 Automatic, is the world's only competition motorcycle with an automatic transmission.

Then last year, at Camarino, Italy, Jim Hollander collected a silver medal - he missed a gold by a single penalty point - and Dave Mungenast picked up a bronze. Mungenast was

then riding a Rokon for the Canadian team, which again this year will have some of its riders on Rokons.

At presstime, the team was crating the bikes for the Transatlantic trip. Riders will follow shortly to prepare for the grueling ISDT, six days of enduro competition under the severest terrain and weather conditions imaginable.

We promise to keep you posted, win or lose.

# Webb and Merrill Conquer Panama Jungle

One year ago we reported on the efforts of a Trail-Breaker rider to cross the Panama Canal Zone's Darien Gap.

He did fine until his parked T-B lost a wrestling match with a logging truck. The year before that the same rider was stopped by a cliff.

Well, Robert Webb refused to let a little thing like failure stop him. Together with friend Ron Merrill he hit it again this year and made it all the way through!

According to a long article in the Panama Star & Herald, Webb and Merrill conquered the 200 miles of

jungle, mud and mountainside in a 19-day trek completed in April. They chose that time of year to avoid the rainy season.

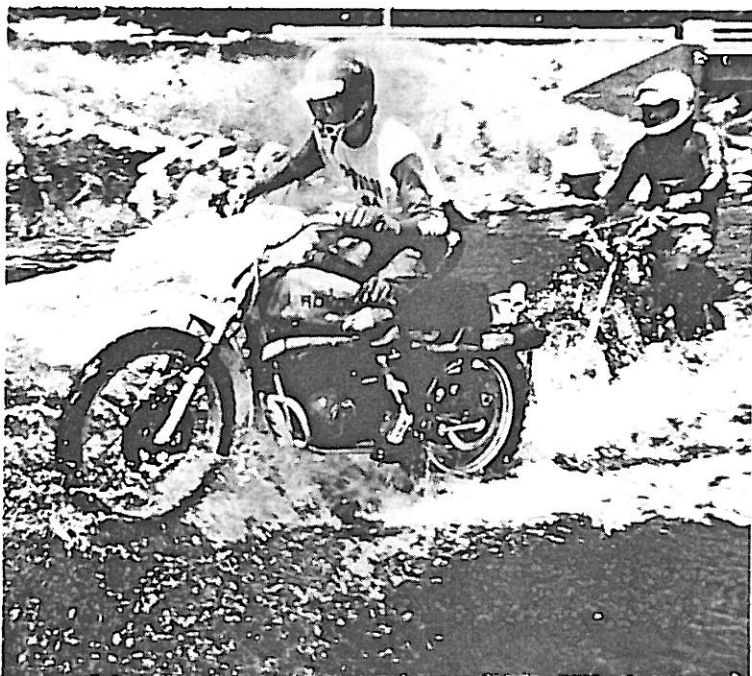
For you map freaks, the trip was from Chepo, Panama, to Turbo, Colombia. It doesn't look like much in the atlas, but it is almost totally roadless and in some areas even trailless. Missionaries and once even an Indian guide helped them along the route.

There were problems, of course. Drinkable water was one, but the biggest was thorns, so tough that they could and did penetrate the

rugged Trail-Breaker tires. Twenty times in fact. Yes, fans, Ron and Bob are so good at changing 'em now they could almost join the Wood Brothers!

When they arrived they took a shower, parked the bikes temporarily in a friendly library and flew back to their jobs with the Panama Canal Company.

And what is next for adventurer Webb? "I'm a very restless person who must always be working on a project, so it is difficult to say at the moment." It's a safe bet that we'll hear from him again.



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