

TRACKS

TRAIL-BREAKER[®] goes anywhere

VOL. 1 NO. 2

JUNE 1, 1969

Rod, Reel and Trail-Breaker



A MIGHTY FINE FISH — Is this 7½-foot sturgeon, taken out of the Snake River in Idaho. Vern Herman of Gem State Sports Equipment, Trail-Breaker's dealer in Salmon, Idaho, supervises the measurement after hauling the monster up on the beach with his machine. Note the modifications made by Vern, who often carries saddlebags on his Trail-Breaker during trips into the high country.

Muskeg and Willow Brush Can't Stop Our Man Kelly

There are Trail-Breakers working for a living in some pretty exotic parts of the world, ranging from the Arctic to the Tropics.

But it would be hard to find one that works harder for its daily fare of fuel than one owned by J. R. Kelly of Whitehorse, in Canada's famed Yukon Territory.

Listen what Mr. Kelly has to say about his Trail-Breaker, in a letter recently received here at the factory:

"I gave my own Trail-Breaker a real workout last summer. In the early part of the season we used the machine for prospecting; we had to travel along an 8 mile stretch of "road" which in places was nothing but a sea of mud up to 2 feet deep. Four x Four trucks could not get through—only a muskeg tractor and the Trail-Breaker made it.

"For packing out big game the

(Continued on P. 3)

More About A New Tool For Fishing

As long as there are fish in water, there'll be fishermen.

And as long as there are fishermen, they'll compete to catch bigger fish.

The sturgeon in the photo at the left is not a world-beater, but the chances are it's bigger than anything you caught last season. We've forgotten its weight, but it was 7½ feet long.

(Here in the hills of New Hampshire a brook, brown or rainbow trout is considered respectable when it reaches 16 inches and a pound and a half!)

Now, it happens that Rokon has come up with the best tool yet for getting into the back country where the really big fish live. It's called the Trail-Breaker and you probably have one in your garage right now . . . if not you should have!

With a Trail-Breaker under you, you'll get to the good fishing spots—like a really remote beaver pond—earlier and be able to fish longer before starting back. You'll also be fresher than if you back-packed in!

A Trail-Breaker can easily carry all the camping gear for two men for a week, from the tent right down to the cast-iron frying pan and cornmeal—and it doesn't have to stop and rest on the way.

Further, on the way back out to civilization you can carry your limit—unless, of course, you've got half a dozen seven-foot sturgeon!

So, good luck on the trip! Drop us a note about the trip . . . and don't forget to take along your Parmachenee Belle!

TRACKS

TRAIL-BREAKER goes anywhere >>>

Published by
ROKON, INC.
160 Emerald Street
Keene, New Hampshire 03431

Our Land

Man's careless dealings with his environment are receiving a lot of outraged attention these days, and that is as it should be.

Fish are being killed by stream and lake pollution. Birds, insects and animals are being killed indiscriminately by pesticides. One of the biggest—and most obvious—wastes is to the soil.

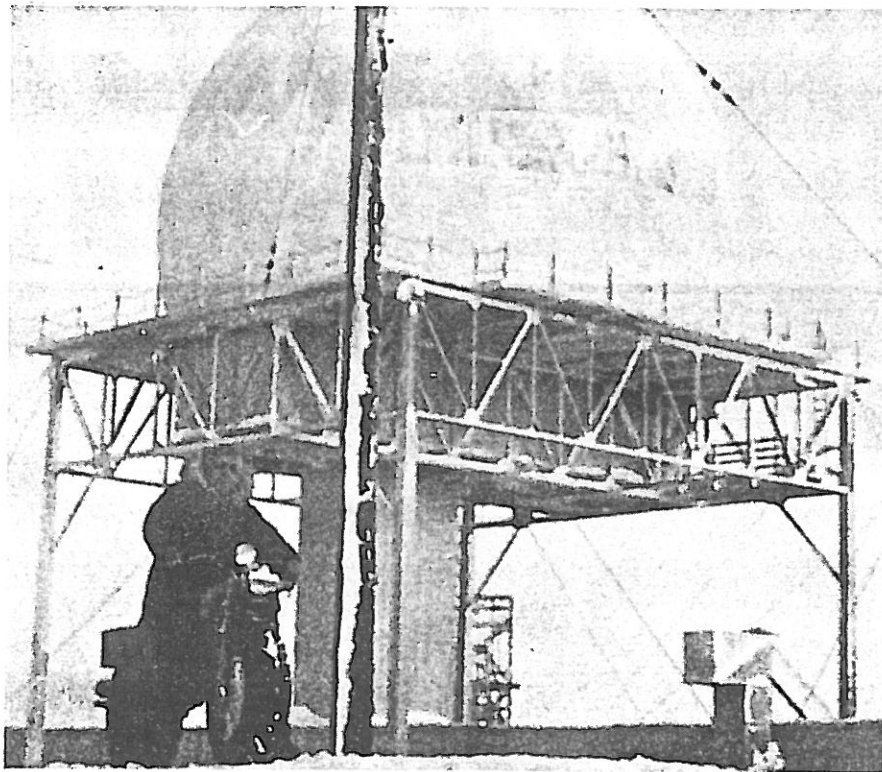
When trees are stripped from a hillside, wind and rain are allowed to do their damage. Ground cover becomes thinner, storms wash away topsoil. The water table drops and unshaded streams flow at a higher temperature, inhibiting water life.

There are national groups, such as the Sierra Club, working on these problems. The National Forest Service and the National Parks Service have been struggling for years to alert users of their facilities—our facilities, really—to the dangers of misuse.

About here is where Trail-Breaker enters the picture. The spark arrestor-muffler was specifically designed to be safe in forestry use and is fully approved by the Forest Service.

Another point we'd like to mention: because the tires are so wide (seven inches) and run with so little pressure (three and a half pounds) the Trail-Breaker is very easy on the surface it's running over. You can prove this to yourself by driving through mud so soft you cannot walk through it on foot.

So when you're running up a hillside or stream bank on your Trail-Breaker, you needn't worry about cutting a gulley. That's nice to know.



30° BELOW ZERO — Was the temperature when this photo was taken of Ross S. Wynott on his Trail-Breaker beside a Radar dome at a Dewline station in Alaska. And you thought it was cold where you were!

Trail-Breaker Accessories Help Smooth Out the Path

Life can usually be made a bit smoother than it is, and to that end Rokon has come up with a collection of accessories designed specifically to ease the burden of the Trail-Breakerman in the field.

For instance, you can attach the rear tow bar and pull that bull elk out of the woods—and if you have the headlight and battery box you can even do it at night!

The emergency spare part and tool kit is self explanatory (as is the need for it) and what better place to carry it on your Trail-Breaker than in the waterproof tool box?

A front cargo rack is probably the handiest accessory of them all—more than 75% of all machines are so

equipped when they leave Rokon's new plant—because it is the natural place to carry small cargo, such as a sleeping bag, small game or a chain saw.

The factory also offers a pair of sprocket cleaners that bolt onto the frame and keep the grove clean between the drive sprocket and the wheel casting.

(The improved wheel design described in Reggie's Rules, Page 3, obviates the need for sprocket cleaners, but we have 'em for machines built before April.)

A complete list of accessories and prices can be gotten from any dealer or by writing direct to Rokon, Inc., 160 Emerald St., Keene, N. H. 03431.

REGGIE'S RULES

Everyone is concerned with weight-watching these days, it seems, and we're no exception.

We have tried no-carbohydrate beer (not too successful), crash diets and exercise. Then we gave up on us and applied ourselves to the Trail-Breaker. There we were successful.

Last month we put a new wheel and sprocket design into production, and we'd like to tell you about it.

It's improved, just as sturdy and it saves nearly three pounds per machine.

Briefly, this is the change: rather than shrinking the large drive sprocket onto a shelf machined into the cast aluminum side of the wheel (which was the old system), we are now using aircraft aluminum plate and attaching the sprocket to it with five bolts.

The advantages are obvious—there is a space between the sprocket and wheel, so that mud or snow cannot collect between the two. Thus the current production models don't need the sprocket cleaners.

(If you want these sprocket cleaners for an older machine, of course, your dealer or the factory can supply them.)

In addition to the weight-saving virtue, the new wheel is neater looking. Further, the owner can remove the sprocket with a wrench in the field. (But why would he want to?)

The new design doesn't alter the fuel- or water-carrying capabilities of the Trail-Breaker or affect the flotation feature of the machine.

We think you'll like it.

* * *

Went out riding with the Prez the other day (Rokon's prez, not THE prez) and noticed that he didn't bounce around so much as we did, even though he is some 20 pounds lighter.

"Why, you stupid \$%&*," he remarked when this was pointed out to him, "that's because you believe your own clippings! You should put three and a half pounds of air in your tires, not five, which is what you said in your last column."

So there you have it.



WHEEEE — Says Reggie Bishop, shop foreman, as he charges across the dunes on Cape Cod. (This photo was taken just before the Fuzz arrived and sent him into exile . . . no permit.) Note that Reggie is riding White Wing, his own Trail-Breaker. It was built in the days before disc brakes and is kinda battered, but Reggie loves it.

— Seymour Photo

* * *

A good chain lube is a difficult thing to find. A gooey one will pick up sand and dirt—especially in places where you're apt to take your Trail-Breaker.

The best one we've found is Dri-Slide, a moly disulphide lubricant made in Michigan. It doesn't drip, fly off the chain, stain, smell or wear at the seams.

It's available from us at a buck a can (small) and is just right for guns, car door locks, etc., as well. (adv.)

* * *

The word must be getting out—we saw a cartoon about us in a magazine the other day. A rider on a Trail-Breaker was protesting his expulsion from a YWCA lounge by explaining that "they told me that with this machine I could go anywhere!"

Toe Knowhow

When riding your Trail-Breaker put the ball of the foot on the footrest, not the instep.

This will prevent squeezed toes if an obstacle flips up the footrest.

We'd Still Like Photos

Around the Trail-Breaker works there is a standard gag to the effect that Ye Editor prefers out-of-focus or grainy photographs for reproduction in TRACKS.

This view (which is erroneous, we point out) got its start because we use customers' photos. The countryside depicted in the photo on Page 2 is an example. On the Dewline it is not an easy thing to take off mittens, convince a camera to work at 30° below zero and then come up with an acceptable print. Mr. Wynott, who did, is hereby thanked.

The point is that we want photos, fuzzy or not, for use in future issues. Color is fine, for we can reproduce it, but black and white is best.

Names and locale, please. Just mail to Fuzzy Photo Editor, Rokon, Inc., 16 Emerald St., Keene, N. H. 03431.

(Continued from p. 1)

Kelly Covers The Yukon

Trail-Breaker is unbeatable. We hauled three quarters of a small bull moose out of a swamp in one load (I would not recommend such an extreme load to anyone—it's too hard on the operator).

"In October we got a large bull high up a mountain side. It took only two hours and four trips to bring the quarters to the road—through a mile of willows, rocks and swamp.

"Going uphill through the willows, I put the machine into first gear and let it go to it. All you have to do is hang on to the steering bar and hope your boots stay on! Willow brush up to 5 feet high cannot stop this beast; it just keeps on moving through.

"This last winter, I tried the Trail-Breaker in the snow too. There are no problems driving it in about 8 inches of soft snow. On level ground it will work its way through about 18" of powdery snow, but you won't set any speed records.

"To sum it up, I am thoroughly convinced that nothing short of a helicopter can beat a Trail-Breaker in rough, mountainous country."

Missionary in Philippines Tends Flock on Trail-Breaker

The Trail-Breaker has a well-deserved reputation as a shepherd's number one assistant; the flock huddles together and the shepherd's work is considerably eased.

On a tiny Philippine island there is a shepherd who used his Trail-Breaker daily to visit his flock of some sixty thousand.

He is the Rev. George Nolan, C. P.,

and his flock is made up of Filipinos in southern Mindanao.

The missionary, between tending to the spiritual and physical needs of the natives, is a busy man. But he has taken the time to send us letters and photos occasionally, and last summer while on a Sabbatical stopped in to say hello in person.

Father Nolan is high in praise of his

machine. There are no roads between villages, and there is a long rainy season, when nothing could move but a Trail-Breaker, he says.

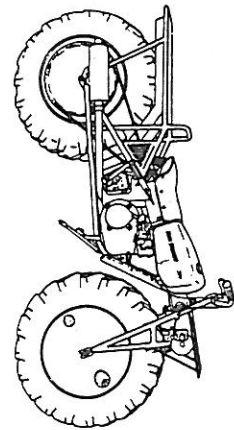
At such times the Trail-Breaker is invaluable for transporting medical supplies and other needs of the natives. Without it, Father Nolan would walk and supplies would have to be hand carried.

The missionary has come up with another use for the versatile Trail-Breaker—discipline. If one of the children in his flock is extra good, he gets a ride on the rear cargo rack—and all the other children make efforts to be extra good too!

Options
Front Cargo Rack
Water Tight Tool Box
Rear Tow Bar
Emergency Tool & Spare Parts Kit
Bumper Rack
Rustless Chain

ROKON, INC., Keene, New Hampshire 03431/603-352-7341

Specifications
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: Tillson
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: regular gasoline mixed with SAE 40 two-cycle
oil. One pint of oil with two gallons of gasoline/MINIMUM
OCTANE RATING: regular (83)/FUEL TANK CAPACITY: 2
gallons/SUSPENSION: low pressure tires absorb shocks/
TUBES AND TUBES: implement type, size, 6/70 x 15; pres-
sure, 3 1/2 p.s.i./MAX. SPEED: 25 mph/MAX. SUSTAINED
SPEED: 20 mph/MIN. SPEED: 0.5 mph.



TRACKS
TRAIL-BREAKER goes anywhere

160 EMERALD STREET
KEENE, NEW HAMPSHIRE 03431