

# TRACKS

## TRAIL-BREAKER<sup>®</sup> goes anywhere

VOL. 1 NO. 3

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## Getting There Is Half the Work



ANYONE FOR HATRACKS? This fine elk was carried down out of the Rockies last fall on these two Trail-Breakers. The happy hunter on the machine is Mel Von Dette of Rifle, Colorado.

## AID Buys 20 Trail-Breakers For Use in Uganda Program

The Trail-Breaker is a ubiquitous little beast; one is apt to find its tracks anywhere.

Some of these far-off tracks are being made by 20 shiny new Trail-Breakers just acquired by the Ministry of Animal Industry, Game and Fisheries in Uganda.

Purchased by Afro-American Purchasing Center under the auspices of

U. S. A. I. D., the machines are to be used in a Uganda livestock development project

Uganda is one of the emergent African nations receiving American assistance in developing trade and commerce. This shipment was arranged through the offices of C. G. Fallon, purchasing agent of Afro-American.

## Trail-Breaker Makes Hunting Treks Easier

When the leaves start to turn in the high country the hunter starts to get itchy feet.

By then he has roamed the hills for sign and knows where the big bucks are hiding. All he's waiting for is the word "go!" from his state game department.

He'll tolerate bad weather during hunting season. If game is scarcer than normal he'll range farther afield in search of it.

To do this our hunter will get up and out at an hour that he would regard as truly uncivilized at any other time of year. He will sit in the rain for hours on end and even forgo the luxury of a cigarette. And he loves it.

One part of the hunt, though, that no one likes is packing out game. If our hunter has shot anything weightier than a brace of red squirrels he'll be a tired man when he gets back to camp. Indeed sometimes for a long trek he restricts himself to bringing out hind-quarters and rack only.

More and more hunters have solved this problem with a simple solution: they use a Trail-Breaker.

The Trail-Breaker (and most of you have one or you wouldn't be reading this) is made to order for such loads.

Depending on the skill of the rider some truly impressive cargoes may be hauled home on a Trail-Breaker.

Listen to testimony from owners:

"I am sending you a slide of a bull

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## Heads Up

Every outdoor magazine in the country does it. Most small-town newspapers do it. So now we're gonna do it.

We are referring to a common-sense listing of gun and shooting rules. This constant reiteration of what should be obvious practice seems to fall mostly on deaf ears, for as a nation we manage in some areas to knock off nearly as many hunters as hunted! (We know of one eager chap who half-filled his mother-in-law with birdshot, but was acquitted by a compassionate jury after it heard his simple yet eloquent plea. "I thought she was a partridge," he said.)

Here's a partial list of what and what not to do, with particular bearing toward those of us who hunt with Trail-Breakers:

**Always** ask permission before going on private land. The owner will probably say yes, but it is his property. Don't litter it.

**Respect** posted property. In many cases those posted signs are there because of earlier disregard. And those signs are not targets!

**Close** all gates behind you. The good Farmer Jones might not like to spend the next two days chasing cows; he certainly will think twice about letting you back next year!

**Watch out** for fires and cigarettes. A couple days of fighting a woods fire will ruin 'most any hunting trip.

**Keep** the safety on when carrying your rifle on your Trail-Breaker. If you don't know why, don't go hunting.

And if you've never carried a big load on your Trail-Breaker, practice a bit in the backyard.

Two last points: when you drape your deer over the machine, keep it away from the spark arrestor—your wife can do a much better job of cooking game than the Trail-Breaker can. And don't forget to send us a picture.



AND AWAY WE GO—The machines in this photo, the helicopter and the Trail-Breaker, team up perfectly to do a job in Chile's Altacama Desert. The exploration department of Texas Gulf Sulphur's South American affiliate uses the helicopter to airlift Trail-Breakers and men speedily into remote areas. Then the Trail-Breaker is used as a ground exploration vehicle over the rough and desolate terrain.  
Photo courtesy Texas Gulf Sulphur

## Be the First On Your Block

Knights used to paint heraldic symbols on their suits of armor and head off to jousting tournaments.

Well, we're symbol-minded too. You might not be headed for a tourney, but now you can let the world know you're on Trail-Breaker's side.

The newest accessory, a handsome polo shirt, is available from your dealer or factory. It comes in sizes 10, 12, and 14 for kids and small, medium, large and extra large for men. The shirt is in Trail-Breaker yellow cotton mesh with a great black track running up the back.

Four bucks each. Great for riding, sailing, jogging and bridge parties. Be the first on your block to wear one!

## Grains of Wisdom

Drive in sand a lot?

You'll find that your Trail-Breaker works best in second gear, not first. For hard beach sand, try third.

## Hunting Trips Easy With Trail-Breaker

(Continued from page 1)

elk head I hauled out on my Trail-Breaker over a mile and a half in soft snow. It weighed 503 pounds rough dressed. It was brought out easily in two loads . . .

"The picture of the mule deer buck weighing close to 200 pounds field dressed was taken by my son Mike. We used the Trail-Breaker to carry the deer back to the pickup. My son Tom killed his first elk the same year at the age of 14. We also used the Trail-Breaker to transport it to the road . . ."

"This photo shows me with my five-point elk and nice four-point mulie buck. The Trail-Breaker provided the transportation to get into areas only accessible by horse before . . ."

Certainly, these men are all accomplished hunters, and were getting big game long before they got their Trail-breakers. But they are unanimous in praising the work of this machine in getting them into—and back from—areas they had to shun before.

# REGGIE'S RULES

Sooner or later, it comes to everyone to have a machine break down around the house just when it shouldn't.

The vacuum gives up just before Aunt Elvira arrives for the weekend. The washing machine receives its load of diapers and then falls over in a dead faint. (If these two happen simultaneously, brother, you've got problems.)

Usually the trouble is a minor one and could be repaired easily and quickly if one only knew what to do. But who wants to spend a lifetime learning about the insides of toasters and lawnmowers?

So to make life easier for Trail-Breaker owners, we've made up a list detailing what to look for if your Trail-Breaker falls ill. Some of the corrections seem obvious and are, but check them out anyway; you'd feel pretty silly after diddling with the carb for an hour only to find that the gas tank is empty!

Here we go, with symptoms in bold type and treatments following:

## **Throttle twist grip sticks**

Throttle linkage improperly adjusted; twist grip end rubbing on handle bar; improperly adjusted throttle lock screw; worn or broken throttle cable, or twist grip; dirt buildup under twist grip; moisture under twist grip freezing in cold weather.

## **Engine won't start**

Fouled spark plug; short in kill button or wire; dirt in air or fuel filter; loose crankcase cover or gasket; see Trouble-Shooting section of engine manual.

## **Chains loosen too frequently**

Improper chain alignment; chains need lubrication; axle bolts loose; improperly seated chain adjustment bolts; twisted or distorted chain.

## **Excessive end play in either wheel**

Loose axle bolts; improper thickness of axle spacer or wheel spacer; defective wheel bearing; distorted wheel hub.

## **Tire scoring by chain**

Improper chain alignment; improper axle spacer thickness; sprung or broken forks; defective wheel bearings.



"GEEZ, WARDEN, I thought the season opened last Saturday!" Reggie seems to be saying. Actually, to be fair to our shop foreman, this photo was taken on a very cold day a couple of Novembers ago, and Reg had been running in and out of streams for the benefit of the photographer for hours.

## **Noisy driveline**

Worn or broken override spring; improperly seated driveline; worn or broken driveline bearing or bearing retainer; worn override bosses; worn or broken universal joint; distorted or broken driveshaft.

## **Noisy miter box**

Loose gearbox mounting bolts; low oil level; worn or broken bevel gears; worn endshaft bearings; improper gear mesh (factory repair.)

## **Rear wheel won't drive**

Drive chain off sprocket; broken rollpin in sprocket; broken key or keyway in seven-inch drive pulley; loose belt; sheared clutch key on engine shaft; defective miter box.

## **Front wheel won't drive**

Wheel chain off sprockets; broken rollpin in sprocket; broken override spring on driveline; bosses worn at override spring contact; defective front or rear miter box.

## **Engine stalls when machine stops**

Frozen automatic clutch; carburetor or throttle linkage improperly adjusted.

## Outriggers Convert T-B to Lake Use

Every week we at the Trail-Breaker works learn of new uses this versatile little machine is put to; uses undreamed of at the time of its birth.

There are cowboys in Australia who chase sheep and health workers in Paraguay who chase mosquitoes on Trail-Breakers. There is a gentleman in the Florida Everglades who collects snails and uses his Trail-Breaker in his daily rounds. Another on the New Jersey shore pulls his skiff on a trailer across the sand to and from his pickup truck.

And now two men half a continent apart have independently arrived at another use for the Trail-Breaker: as a powerboat!

The first, Buddy Anselmo, of Buddy's Outfitters, Hibbing, Minn., took a tip from the old-time Polynesian sailors, and fitted a pair of outriggers. One on each side, the outriggers are held in place by metal crossstubs bolted to the machine's frame.

Mr. Anselmo sent Rokon a brief film showing him, his Trail-Breaker and his Labrador retriever (riding on a towed raft) chugging across a Minnesota lake.

Unfortunately, the photographs and the film Mr. Anselmo sent the factory could not be reproduced; otherwise, we would include a picture or two.

Meanwhile, right here in New Hampshire, an employee of Rokon, Phil Smyser, developed a technique for riding the machine through the water!

There are a lot of ifs and buts involved, but here's how it's done:

Move backwards, so that you are sitting on the rear cargo rack. (This requires that you be at least large enough to reach the handlebars from this position.) This location of the rider lifts the front of the machine enough so that the engine is out of water and can still breathe.

You won't set any speed records and you will get wet using this method, for as a water craft the Trail-Breaker is tippier than a birch bark canoe.

But it is fun to try on a warm day when the water is calm. Just don't forget to tighten the filler plugs in the wheels.



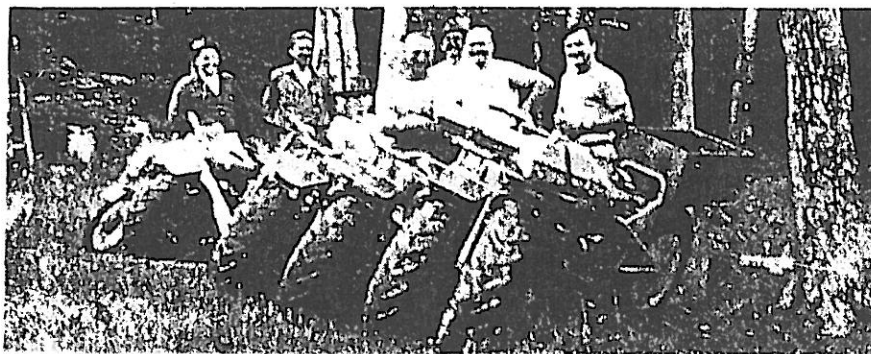
## T-B Club Rides Through Catskills

The first Trail-Breaker club has been formed.

Organized by Don Haner of Wittenberg Sales & Service, Mount Tremper, N. Y., the informal club goes for weekend rides in the Catskills.

Members exchange tips on vehicle maintenance, good fishing and hunting spots, and engage in impromptu trials when they encounter rough terrain on their trips.

Rokon will endeavor to help set up other clubs; interested persons should



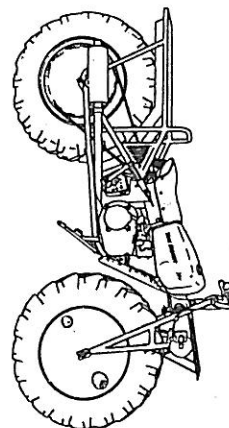
write to the factory.

Note the machine on the left in the photo above; after the picture was

taken the other riders strung up the disbeliever from the nearest tree. Thus always to interlopers!

### 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: 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: 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/  
TIRES 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.



### 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

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TRAIL-BREAKER post anywhere

160 EMERALD STREET  
KEENE, NEW HAMPSHIRE 03431