

TRACKS

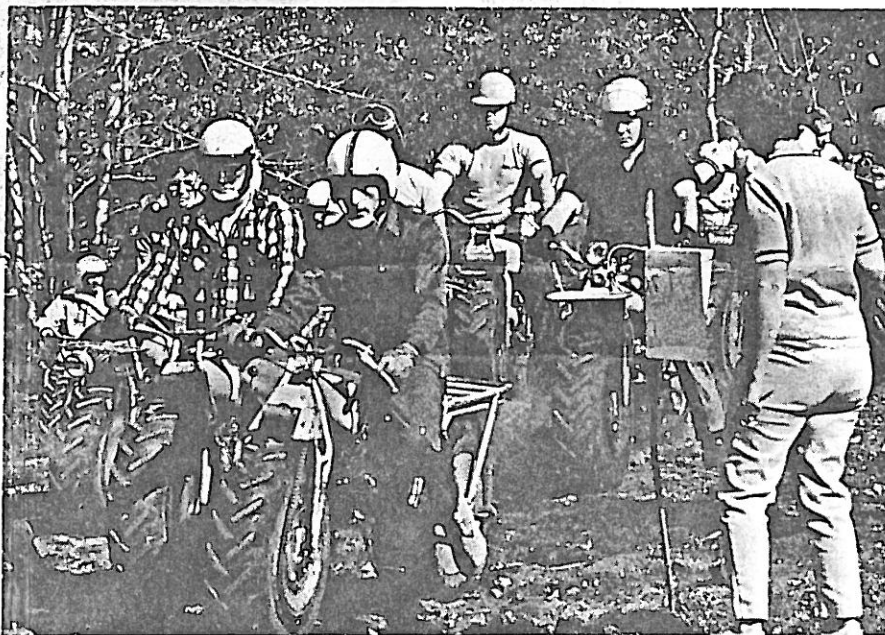
TRAIL-BREAKER[®] goes anywhere



VOL. 1 NO. 4

DECEMBER 1, 1969

The Trail-Breakers Rally Round



AND AWAY WE GO! A group of Trail-Breaker owners starts off on the three-and-a-half-mile cross-country jaunt. The starting line above was about the only patch of dry and level terrain the riders encountered all day.

Photo by Seymour

Newsmen Conquer Gulf Island — With Help of Trail-Breakers

The indomitable little Trail-Breaker has added Padre Island, a long, hot and desolate barrier island along the Texas coast, to its growing list of conquered territory.

After a group of four writers and Rokon field man Gordy Morton finished the trek, the Trail-Breakers were lashed together and towed for two hours across the channel. They suffered no damage despite the salt water.

Comment by a writer who went along on the trip: "I wish I could say

the same for the men who rode them."

Padre Island stretches from Corpus Christi almost to the Mexican border. It is barren of everything but sand and wreckage washed in from the Gulf of Mexico.

The Trail-Breakers took the trip in stride; the only trouble experienced during the trip was a flat tire near the start, caused by a machine running over a spike-studded plank. No repairs were possible, so the machine made the run, flat tire and all.

Owners Join In Berkshire Fall Scramble

Some fifty Trail-Breaker owners and their families gathered in Western Massachusetts October 12 for the first official Trail-Breaker rally.

By the end of the day a few had covered themselves with glory, and all had covered themselves with mud.

The event was held in Savoy State Forest, a beautiful wooded section of the Berkshires. Sponsored by O. W. Landergren, Inc., Trail-Breaker dealer in Pittsfield, Mass., the race represented the first gathering of the faithful beyond the local club level.

The course ran over three and a half miles of the meanest terrain imaginable: rocks, logs, beaverpond, streambeds (upstream and down) old logging roads, hemlock thickets and just plain mud.

The difficulty of the course was attested to by the fastest time of the day, 27 minutes 15 seconds. That represented an average speed just over seven miles per hour.

Another indication was that one third of the starting field of 38 didn't finish the course. Still others came, looked and decided to watch rather than race.

Rokon sales manager Doug Duncan, proving that there's no pro like an old pro, finished first in the stock machine division. The modifieds were led home by Steve Pekar of Shelton, Conn.

Pacesetter with the fastest time

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160 Emerald Street
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Nice Guys

Competition at all levels seems to be inevitable in mankind.

There are footraces, auto races, turtle races, tree-climbing races, swimming races and, for all we know, martini-drinking races.

On Page 1 there's an account of one of the newest types of racing: a Trail-Breaker scramble. That story tells you the details of the day's activity.

Now, the Trail-Breaker wasn't built to be raced. (For that matter, neither was the turtle or the martini.)

But everyone at Savoy State Forest on October 12 enjoyed himself immensely.

And in these days when everything seems to be going wrong from cyclamates in the soda pop to DDT in the coho salmon, a little good clean fun is just what we need.

God Rest Ye

By now the Schizophrenic sixties are almost behind us.

The world isn't in any more solid a position than a decade ago, and we're all a little older and a little grayer.

Still, we're alive. Hopefully those of us able to do something about it will reverse the present trend toward complete despoliation of our air, land and water.

On the positive side, we still get a lift in our hearts at the sight of a sunrise, or of a partridge breaking fast from an evergreen thicket. A roast venison dinner with a drink before and a coffee after is one of the world's true delights, and goes far to erase the day's ordinary cares.

All in all, the list of good so far outweighs the bad as to render it no contest.

So, since this is the right time of year, let us be the first to say it:

Merry Christmas and a happy and prosperous **New Year!**



IT PAYS TO BE ALERT—Especially when going downhill through a streambed, ducking trees along the way. This photo shows factory rider Dan Leary midway in the course. Yes, Dan said later, he was pooped.

Photo by Seymour

Pioneer Stock In the Ozarks

Just in case you think that this country is filling up with softies, we offer this note from the Ozarks:

When Thomas R. Pearson of Ironton, Missouri, decided to buy a Trail-Breaker last August, he went to his nearest dealer, Piedmont Small Engines, in Piedmont, Missouri.

The sale consummated, he hopped on his brand new machine and rode it home. Fifty miles. Took him four hours and he tells us it was a great trip!

A Pleasant Day In Savoy Forest

(continued from page 1)

was Martin Guide, Avoca, Pa. He ran in a special division. Orla Larsen of Wilmington, Vermont, was fastest in the senior division. (He should have been—he is Rokon's founder!)

The racers and the spectators had beautiful, warm fall weather for the day, with nature cooperating by dressing in her finest fall foliage for the event.

REGGIE'S RULES

It has been brought to this department's attention that some of you riders out there actually put your Trail-Breakers in dry dock for the winter.

Maybe the weather converts you into a skier, a snowmobiler, a fireside-sitter or hot buttered rum-drinker.

Whatever the cause, you could still run your Trail-Breaker in the winter-time, you know. The temperature is lower, the surface is softer and slipperier—and wetter—and maintenance of your machine is a bit more important. But Trail-Breakers run all winter long for some owners in Alaska and all summer for others in Chile (seasons are reversed below the equator—right?)

If they can do it, so can you. However . . .

If you do decide to mothball your Trail-Breaker, there are procedures to follow to ease the spring re-entry problem. In fact, these procedures are just about mandatory. If not followed, you will find next spring that you have all sorts of problems, such as rust in the gas tank, dried and stiffened fuel pump diaphragm, clogged jets in the carburetor and clogged pores in the fuel filter, gumming or "varnish" all through the engine—and that ain't all.

So . . . here's what to do:

Run your machine out of fuel. Remove and drain the gas tank completely. Fill halfway with kerosene, swish around, then replace and seal filler cap. Shut off the fuel valve and give the fuel valve shaft a squirt of light machine oil to lubricate the packing. Remove the spark plug and squirt in motor oil toward the top of the cylinder wall through the plug hole. Then using either starter move piston up and down two or three times to lubricate the cylinder. Replace plug. Next spring you will probably want to insert a new spark plug (Champion L-10, gapped at .030").

The push pins on the brake caliper unit should get a bit of lubrication and the brake disc should be covered with electrician's plastic tape to prevent rusting. (Grease would work as well, but you'd stand a good chance next spring of glazing the brake pucks the first time out unless all the grease was removed.)

Next loosen axle bolts and adjust bolts and lubricate with light ma-



ACROSS THE RIVER and through the woods goes our man Reggie on his way to visit Grandma on Christmas day several years ago. Reggie is riding Old White Wing, his faithful steed. She's getting old, but there're lots of miles left in her, says Reg.

chine oil to insure against rust. Remove all chains and boil in 10 to 30 weight oil. (Honest. A neat trick here is to reattach the connecting link and clip to the chain so you won't lose them.)

Loosen the screw holding the footpegs in place, and lubricate them so they won't freeze in place.

Then throw a dust cover over everything, make a list of what you did and tape it to the gas tank. That's a better system than relying on your memory.

Comes the great thaw, replace the fuel lines. This is a precautionary measure; if they stretched during the winter you'd find it out at the wrong time. You'd best replace the in-line fuel filter too.

Go through your fall checklist; then tighten bolts and add a tankful.

If all this sounds like too much work, there is an alternative.

Keep your Trail-Breaker running all winter. You just might be able to pay for your gas and oil by towing in disabled snowmobiles!

Gee, Dad!

Stuck for a Christmas gift for a deserving youngster?

Give him (or her) a Trail-Breaker polo shirt! From your dealer, or slip us a check for four bucks. Simple, huh?

Trail-Breaker Is for Birds, Says Fowler

Jim Fowler had a problem. He was mounting an expedition to Peru to observe the giant condor. Let him tell it:

"Transportation would be a problem. To trap and track the birds, we would have to be mobile in the worst terrain.

"The barren sea-coast of Peru staggers the imagination. If ever there is a moon landscape on earth this is it. Huge boulders litter the ground. There are hills and valleys and cliffs dropping into the sea. No vegetation is in sight—only sand, dust and rocks."

So Fowler picked Trail-Breaker for his expedition. If you saw his episode pictured on the NBC television program "Wild Kingdom," you know how he feels about this machine's capabilities:

"An incredible machine—it will carry a man and three hundred pounds all day on two gallons of gas, even up 45-degree slopes. It will go where a Jeep can't go and do the work a horse wouldn't do."

The Fowler expedition trapped South American condors—the largest living bird—attached tiny radio transmitters to their backs and then tracked their flight with directional antennas mounted on Trail-Breakers.

Until now, little has been known about the condor because of the uncharted terrain that is its habitat.

It was this terrain that made Jim Fowler decide on Trail-Breaker at the start.

He's still glad he did.

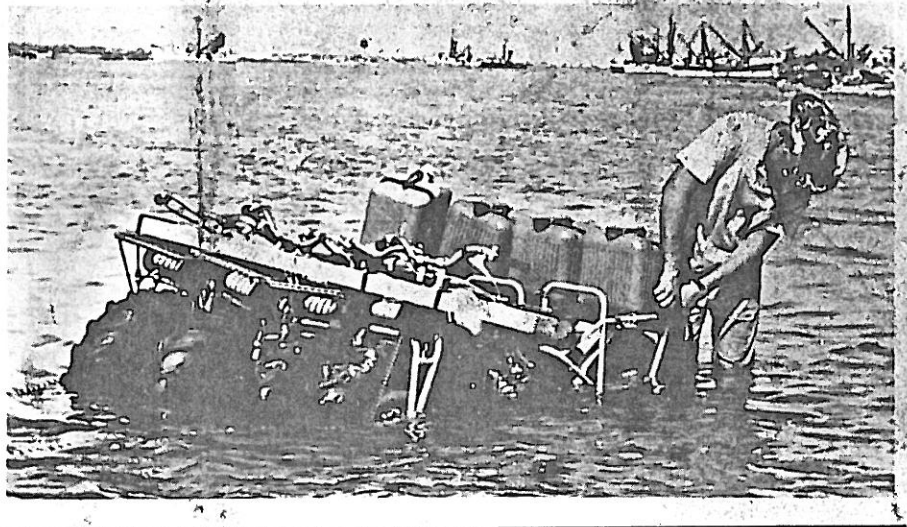
Like Topsy, We're Growing

Trail-Breaker is steadily spreading over the globe.

Recent shipments include machines to the Swedish Army for testing, others to a new dealer just outside Sydney, Australia, and one to a Catholic mission in Madagascar.

We've also established a dealer on St. Lawrence Island, situated smack between Alaska and Siberia! (When we say Trail-Breaker goes anywhere, we mean it!)

SHIPSHAPE AND BRISTOL FASHION is this trim craft undergoing a final inspection by Rokon field man, Gordy Morton. The Trail-Breakers had just been driven over Padre Island, off the Texas coast, and then were towed back to the mainland. (see story on page 1.) No, Virginia, the Trail-Breaker hull will not plane at speed. But it will go up steep hills faster than the average motorboat and furthermore, the a. m. would have trouble with the loose, drifting sand and wreckage on Padre Island.

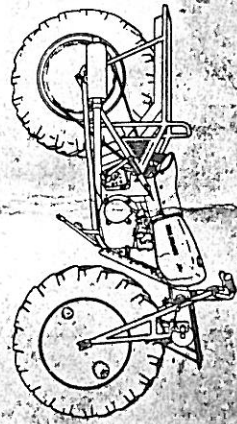


- Options**
- Front Cargo Rack
 - Water Tight Tool/Box
 - Rear Tow Bar
 - Emergency Tool & Spare Parts Kit
 - Bumper Rack
 - Rustless Chain

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: 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/AXES: solid/FRAME: tubular type/DRY-
 TUBER type/WHEELS: 20 inch/PODS: WHEEL BASE: 42 inches/
 LENGTH: 77 inches/WIDTH: 28 inches/HEIGHT OVER SEAT:
 50 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: 1 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.



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