

TRACKS

TRAIL-BREAKER® goes anywhere

VOL. 11 NO. 1

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North To Alaska



SOUNDS OF SILENCE — The crash of the Bering Sea against the rocky shore and the roaring reverberations from the mechanized sea lion resound as Rokon's northernmost dealer makes his way up the adventurous coastline of Savoonga.

Trail-Breaker Active On Secluded Island

Pick up a map of Alaska and look for St. Lawrence Island. It's southwest of Nome—actually closer to Siberia than Alaska—and the international date line has to take a zig to the west to get around it.

In the center of the Island, on the north shore, is the town of Savoonga, with some 300 residents. Savoonga is also home base for Stephen Wibberley, Rokon's most remote dealer.

A recent letter with photos from Mr. Wibberley gives us an idea of what life must be like nestled against the Arctic Circle in the winter time.

The traditional dogsled team has been replaced by the snowmobile and the Trail-Breaker. One of Mr. Wibberley's customers, Mr. Vernon Waghiyi, uses his Trail-Breaker to pull a dogsled on which he carries his wife, four children and an 80-gallon water container to and from the spring a half mile from his home.

Savoonga is a bleak town without trees—indeed without anything except hills, rock and tundra. As the above picture shows, there is lots of rock.

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Click!

An Orvis rod is to the fishing world what Trail-Breaker is to the remote-area vehicle world: the best.

That's why Rokon is offering two Orvis rods as top prizes in a new photography contest.

The rules are simple. Just send in photographs or slides to Rokon, Inc., 160 Emerald St., Keene, N. H. 03431.

You could win in each of two divisions—black and white or color. First prize in each division is an Orvis split bamboo fly rod. Second is the Trail-Breaker accessory of your choice, and there are 10 third prizes—Swiss embroidered Trail-Breaker shoulder or cap emblems.

The deadline for entering the contest is May 30, 1970. Your entry must be postmarked before then.

Because of the large number of entries, Rokon cannot undertake to return any of them, and all entries become the property of Rokon, Inc., for use as it may see fit.

Now that the rules are out of the way, here are some hints that hopefully will get you closer to that Orv's rod:

You ain't gonna win if there isn't a Trail-Breaker in the picture. We'd even prefer a brace of Trail-Breakers.

The more scenic the background, the better. By that we mean something ahead of the average two-car garage. Not everyone lives in the shadow of the Jungfrau, but with a little imagination, you can come up with good results.

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ROKON, INC.

160 Emerald Street
Keene, New Hampshire 03431

Welcome!

Certainly anyone alert enough to realize that we've reached 1970 all in one piece is aware of the ever-shrinking work week.

This means increased leisure time, of course, and that in turn means more boats, snowmobiles, bowling balls, fishing rods and tom collins glasses.

It means more all-terrain vehicles too. Rokon, as behooves the first in this field, is growing at an increasing rate. And every time we look over our shoulder, we see more makers of recreational vehicles, and more types of them. There are two-, three-, four-, six- and eight-wheeled ones, and single- and double-tracked ones. (We don't count the unicycle.)

There are vehicles that are almost farm tractors, and there are vehicles that wouldn't pull the skin off a rice pudding. There are ones that are just for fun and ones that must be pure torture to ride. There are ones that will hold five adults (at least at a standstill) and ones that wouldn't carry much more than the rider and an adolescent rabbit.

There are vehicles in this field that you wouldn't believe.

Well, we are happy about this state of affairs, because together we're causing more of a stir in the market place than Rokon could cause by itself.

So we say "Welcome!" to the newcomers in the field of recreational vehicles, all-terrain vehicles and small work vehicles. From the leader, who expects to remain the leader.



UP, UP AND AWAY — The Trail-Breaker can do just about everything but fly . . . well, we're working on that aspect too. As you can see here, Flight T-B is just lifting off from the Rokon air strip.

(Cont. from p. 1)

Photo Contest

If you enter the color division (you can enter as many photos in each division as you like) don't feel that you have to strive for the brightest colors. Subtle tones are often better for establishing mood.

If you are a professional photographer, so much the better (for you, not your fellow contestants).

Terrain can be anything—mud, snow, tidal flat, streambed or even a bearskin rug. Just remember, the wilder the better, within realistic limits.

Who Can't Fly?

Since the Trail-Breaker has conquered just about every imaginable terrain on the earth's surface (rock, sand, water, mountain slopes, tundra, rice paddy, boot-deep snow and mud) we thought we would try a few aerial maneuvers.

We don't expect this, our first publicized flight, to carry us up into the ionosphere, but who knows . . . within a few short decades, we might find Trail-Breaker departing within a space craft for use in further exploitation of the vast areas of the rugged lunar surface, or perhaps by then even more distant points.

REGGIE'S RULES

It is a lovely day outside, one of those truly breathtaking early days when all Spring is conspiring to drag you outside.

So you bounce out of the house, into the garage, onto the Trail-Breaker and away.

You meander through the South Forty, checking and replacing fallen fence rails, and noting as you go that it's still muddier underfoot than you would have thought.

Going through the stream to the woodlot you note that the water is still high from the spring runoff, and cold too—and you dump the machine right in the middle 'cause you were thinking about fishing and not foot-ing. But no harm done.

Through the woodlot ducking tree branches and brush proves to be exhilarating and so by the time you reach the pasture you're ready to race Ol' Spot the half-collie, half-dalmatian back to the garage. Well, you win, but not by much and you and Ol' Spot go inside for a beer and a bowl of water.

There sits your Trail-Breaker outside, now forgotten. Should you expect it to jump at your command next time you're ready to go? Or should you clean it up a bit after use? If so, how and where?

Yes, you should give your Trail-Breaker a bit of a wipe-up after use. It doesn't need an overhaul of the Boeing-707, 100-hour variety, but you should get some of the twigs out of the sprockets and mud off the chains.

Step by step, here's what to do:

Wash down the whole machine. If you use a grease solvent in spray form, be very careful not to get any on the air filter. (If you did and it went into the engine, it would gum up the carburetor.)

Empty the muffler by removing the plug and letting it drain. Replace the plug, then pick up the back of the machine so that water may run out the main tube.

Wipe the chains dry. If you have access to an air hose it will make the job much faster and easier. When you are sure the chains are dry, lubricate lightly with Dri-slide. This is a good chain lubricant of the molybdenum disulfide variety and is available



QUIET INTERLUDE — Our man Reggie is snapped here during a rest period. He's sitting aboard an all-terrain vehicle that got into terrain it shouldn't have, and mean ol' Reggie wouldn't even help unstuck it. Instead, he refreshed himself with a big orange drink and a whoopee pie.

from the factory at a buck a can (Advt).

Roll the machine back and forth a couple of feet each way with the brake on lightly to make sure that the brake pucks will not start a rust spot on the disc. Then lubricate the brake push pins lightly with a thin machine oil. Make sure the kill button and its parts are completely dry.

If your Trail-Breaker is equipped with a waterproof tool box, leave it open so that it cannot rust inside from condensation.

Still with us?

Check the oil levels in both miter boxes and the transmission. This would be a good time to refill the fuel tank, making sure your fuel mixture is 20:1 and well mixed. (Just as in your automobile, an almost empty fuel tank is far more subject to water condensation than a full one.)

Now is a good time to check the tire pressure—3½ p.s.i.—and tighten all nuts and bolts. Adjust the chains on the drive belt if necessary.

(Don't adjust the brakes at this time, because the brake pucks must be completely dry for this operation.)

For The Trail-Breaker Enthusiast

The heavy thinkers at the Trail-Breaker works are always coming up with new ways to brighten your life. (That these ways also lighten your pocketbook is only of passing interest and should be properly regarded as secondary, right?)

At any rate, there are two new items of interest available to factory friends. They are:

A shoulder or cap emblem, Swiss-embroidered in black and yellow thread on yellow cotton. This is a good-looking patch that shows a Trail-Breaker in profile view, with the name under it.

The emblem is priced at one dollar, postpaid.

Item No. 2 is a set of three 12" x 17" posters of the Trail-Breaker in color. Although they are heavy enough to use as insulation against wind, their primary value is of an aesthetic nature rather than a practical one.

Five bucks for the set, postpaid.

(Cont. from p. 1)

The big weekly event is the arrival of the mail plane. Everyone—men, women, children, dogs, snowmobiles and Trail-Breakers—visits the airport.

Mr. Wibberley, who teaches school when not selling Trail-Breakers, says he would be delighted to entertain any vacationers who decide on St. Lawrence Island for a holiday.

There isn't much in Savoonga except peace and quiet. Maybe that is enough reason by itself to go there.

Put a spot of oil on the kick start crank pedal at its junction with the kick start crank.

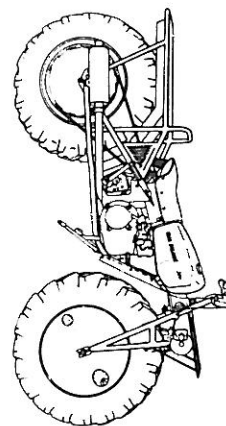
If, during your trip you did dump the machine, make sure the throttle twist grip does not rub against the end of the handlebar. Shift the machine into neutral. (You've already checked the shifting linkage for lightness.)

Now go get that beer!

All Terrain Means All Terrain —

Buddy Anselmo, Trail-Breaker dealer in Hibbing, Minnesota, does not let a lake stop him.

The Trail-Braker, equipped with outriggers, provides comfortable transportation while duck hunting. Separate accommodations have been thoughtfully arranged for his retriever.



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 7000 RPM/TYPE
OF COOLING: air fan/SPARK PLUG: Champion L-10/GN-
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/ALES: solid/FRAME: tubular type/FORKS:
tubular type/WEIGHT: 80 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, 31/2 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
Rear Passenger Kit

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