

# TRACKS

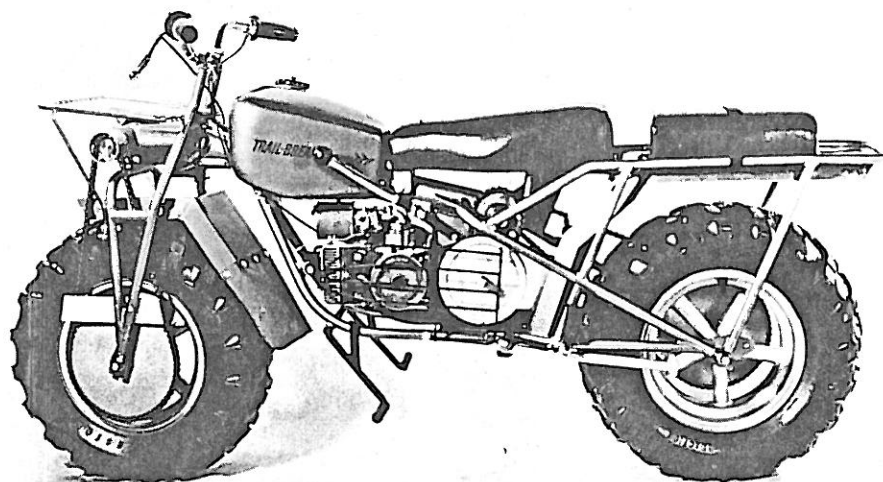
## TRAIL-BREAKER<sup>®</sup> goes anywhere

VOL. II NO. 2

NOVEMBER 1, 1970

## Rokon Introduces New Model T-B

### All-Purpose Machine



Here is the "go-anywhere" machine for everybody. Now the whole family can experience the excitement of deep woods riding, mountain climbing and desert exploring — just for the fun of it!

### A BODY ONLY A MOTHER COULD LOVE

The Trail-Breaker, the world's first and, we believe the best "go-anywhere" vehicle has led to the development of a second unique "go-anywhere" machine.

This new machine, called the Mk IV Trail-Breaker maintains the basic performance characteristics of its predecessor, the standard Mk III Trail-Breaker. As you can see from the above photo, the Mk IV's streamlined appearance can be compared with that of the Mk III, having heard it referred to on one occasion as the "Big Yellow Ugly."

Your choice of a variety of colors

is one of several additional features incorporated in this new model. Other features include a front fender, full saddle and touring handle grips. The Mk IV also has a quiet exhaust system mounted under the fender and has a top speed of approximately 30 m.p.h.

The Mk IV has comparable performance capabilities to those of the Mk III, but does not include the floatation feature due to a change in the wheel design whereby the floatation wheels have been replaced by a tubular mag type wheel.

(Cont. on p. 3 )

Although the Trail-Breaker is not completely capable of a self-propelled lift off, we're getting closer to the aerial aspects of travel every day.

Air commutation is an important factor in our accelerated pace of life and we are delighted that we are able to assist in this, one of innumerable specialty fields in which we participate.

Mt. Snow Airways, in West Dover, Vermont, is utilizing a specially equipped Trail-Breaker complete with hanger tie attachments to perform duties such as the quick, effortless towing of small aircraft between the hanger and the air strip. Other services include its use as a re-fueling aid as well as a portable firefighting unit.

Equipped with fire extinguishers and various other forms of fire-fighting and first aid supplies, the Trail-Breaker is prepared for emergency use on and off the field.

Ease of handling and fast, efficient service have proven the Trail-Breaker to be an indispensable addition to the Mt. Snow Airways.

We feel the Trail-Breaker has great potential in this area and further developments are being pursued for this as well as industrial, agricultural and recreational fields.

We shall continue to keep you posted on any new developments and welcome any input on unique applications by other Trail-Breaker enthusiasts.

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### This Means You!

The general public is becoming more aware of the ever growing popularity of trail and off-trail riding throughout the country. At the same time, we are constantly reminded of the seriousness of the soil erosion and air pollution problems.

We feel the responsibility for the prevention of these problems should be recognized by all concerned parties, including the manufacturers of the trail and off-trail vehicles. The factory should be obligated to supply the consumer with an efficient, dependable machine incorporating standard safety features and the capability to perform as advertised without creating physical damage to our environment. A machine designed for remote forest travel and mountain climbing should be light footed. A larger tire with low air pressure has an increased square inch contact with the ground and exerts less pressure. This feature greatly facilitates controlled steering in snow and sand and prevents "digging in" and "tearing up" the ground surface on a high angle climb.

The operator should be knowledgeable about the correct methods for the operation of his particular machine, including the correct oil/gas ratio in order to prevent an excessive exhaust problem.

We can start to eliminate environmental problems with hopes that other contributors will follow suit for a healthier, more enjoyable future.



### T-B WORTH ITS WEIGHT PLUS

An Orvis rod and reel outfit, first place prize in our recent photo contest, was won by Mr. Howard Weber, Manchester, Missouri. Since Mr. Weber loves to trout fish as well as hunt, this outfit should prove to be very useful.

The following extraction from a letter received from Mr. Weber shows an example of how a typical Trail-Breaker owner feels about his machine. As a Trail-Breaker owner, you may share and appreciate his views.

"I love to hunt for big game with both gun and bow & arrow and the Trail-Breaker is the finest remote area machine I have ever seen. I use it here in Missouri on bow and gun hunting trips and also in Colorado where I go with a gun every year. It has really helped me, not only in getting game out, but also in getting back into remote areas where not too many other hunters can get to. I have owned four other trail bikes, but nothing even comes close to the Trail-Breaker for getting into really remote areas."

During last year's hunting trip, Mr. Weber and his companions also packed out three deer, one large buck and two small doe, stacked up at above head level, at one time, on one Trail-Breaker.

Mr. Weber tells us he had no problems with this sizable payload and I wouldn't doubt it if each member of last year's hunting party has already purchased a Trail-Breaker of his own for the upcoming season.

### Go Anywhere, Anytime

As the snowmobile riders came closer, they seemed to slow down and hesitate, staring in disbelief at what they saw. They saw what looked like three outerspace motorcycles with tractor like tires riding through six inches of snow on a frozen lake. They had never seen a Trail-Breaker before so how were they to know that, because of its implement type tires, and two-wheel drive, it can be enjoyed in winter as well as summer.

We proceeded to prove this to our snowmobile enthusiasts by following them off the lake and up the mountainside. They were even more amazed when we let them try our "Big Yellow Uglys" and were soon reluctant to go back to their snowmobiles. They had just experienced their first Trail-Breaker ride in the middle of March in northern Maine. "Unbelievable" was the most often used word for the next few hours.

For a winter of fun and excitement don't put your T-B in storage, use it!

# REGGIE'S RULES

From Maine's dense, cool forests to California's scorching coastal sands. From the tropical, salty islands of Hawaii and the miry tundra of Alaska to the towering Chilean Andes, Trail-Breakers are appearing in places you wouldn't believe possible. However, these varying conditions have presented several problems. Many Trail-Breaker owners use their machine in areas where slow, steady speed and sure-footed climbing ability are essential. Others maintain that breezing along on their Trail-Breaker is the only way to go.

You twist your high speed jet and you twist your low speed jet until you just can't twist anymore. And yet your Trail-Breaker does not perform exactly the way you think it should for the way you drive it. Fellows, your problems are over!

Sprocket variations have recently been made available and are easily adaptable to your Trail-Breaker in order to tailor your machine according to your location and the way you drive it. The sprocket you would be concerned with is the primary sprocket located on the rear miter box directly connected to the transmission by a chain. If you have a standard Trail-Breaker, this is a 23-tooth sprocket.

If you encounter steep slopes and high altitudes, you should change to a 26-tooth sprocket. This will reduce the speed of your Trail-Breaker approximately two to three miles per hour; however, will enable you to negotiate terrain in second gear that would normally require first gear. Third gear performance will also improve.

If your Trail-Breaker does not travel along fast enough to suit you, the primary sprocket can be changed to a 15- or 18-tooth sprocket, increasing the gear ratio. The speed will be increased by approximately five to ten miles per hour. It is advisable that, with this increased

speed, you loosen your chains slightly to compensate for the additional momentum your wheels will encounter.

I hope these tips will aid you in tailoring your machine to your area and your personal riding preferences and I would also like to mention that any vehicle is only as safe as your respect as a rider.

## Keep 'em Coming!

The second place prize in the color division of the photo contest was awarded to J. S. Ronacher, Athalmer, British Columbia, Canada. Black & white division winners were Burton Phillips, Jr., Rawley, Massachusetts, first place; and Louis Christo, North Swanzey, New Hampshire, second.

We would like to thank all contestants for their entries and encourage owners to continue to send in photos. Your picture may appear in the next issue of Tracks!

## A Body Only a Mother Could Love (Cont. from p. 1)

The major variation in the design of the Mk IV is that it is three inches closer to the ground than the Mk III. This feature makes it easily utilizable by shorter men, women and teen-agers who may have found it difficult to maneuver the larger model. The Mk IV was definitely not designed to replace the Mk III, but rather to complement it and, since its introduction, we have heard of many two and three Trail-Breaker families using their machines for year 'round family recreation as well as sport.

## WHAT'S NEW

The following kits and accessories have been made available for the Trail-Breaker. Many of the features incorporated in the latest Mk IV model are also available and are easily adaptable to the standard Mk III.

**Alternator headlight** - waterproof, 12 volt, 120 watt, automotive type lighting system. Complete with alternator, regulator, 12 volt battery and high-low beam headlight which can be run with the machine on or off \$69.95

**Stop light kit** - tail light, number plate bracket and stop light switch \$12.50

**Mk III rear passenger kit** - includes seat, mounting straps, buddy foot pegs, muffler heat shield and rear mud guard \$24.95

**Mk IV rear passenger kit** - includes seat, mounting straps, foot pegs \$18.75

**Rear mud guard** - available separately \$1.80

**Mk III seat cover** - comfortable vinyl-covered foam rubber cover for standard Mk III saddle \$8.95

**Mk IV seat** - mounting brackets and rubber seat springs are included with this 3" x 15" vinyl-covered foam seat \$22.50

**Front fender** - easily adaptable to the Mk III \$15.00

**Handle grips** - soft, touring style handle grips for riding comfort \$2.40

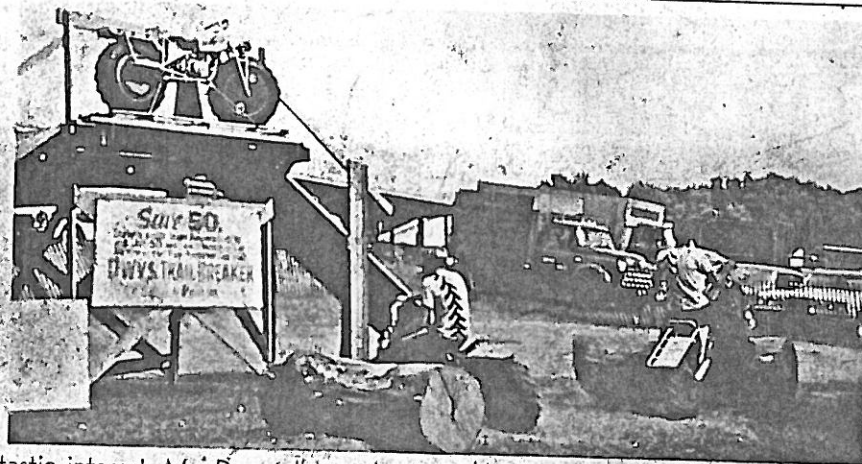
**Rally style jacket** - Trail-Breaker yellow oxford nylon jacket with stand up collar and two black competition stripes - complete with Swiss embroidered Trail-Breaker emblem \$9.95

## Performance with Power to Spare

An estimated 35,000 persons per day attended the five-day Dutchess County Fair, held in Rhinebeck, N. Y. the last week of August. Nearly 200,000 persons had the opportunity to witness Trail-Breaker demonstrations by personnel associated with Dwy's Contractors, Trail-Breaker dealer in Wingdale, New York.

Mr. Dwy maintained a very impressive display, demonstrating almost continually throughout the exposition the Trail-Breaker's capability to negotiate steep grades and large obstacles.

The Trail-Breaker created such fan-



tastic interest, Mr. Dwy tells us, that he had to turn down offers to dis-

play at several other area fairs due to previous display obligations.

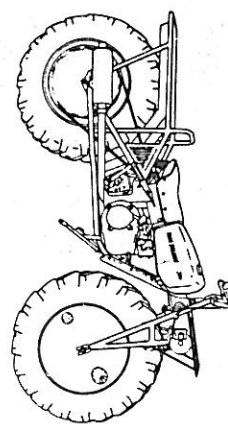
### SPECIFICATIONS

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/GNI-  
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/WHEELS: 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/TRADE: 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  
Alternator Lighting System

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



**TRACKS**  
TRAIL-BREAKER *goes anywhere*

160 EMERALD STREET  
KEENE, NEW HAMPSHIRE 03431

Stephen Rokon  
Quaker Ridge Road  
Milton, Connecticut

06404