

TRACKS

TRAIL-BREAKER

goes anywhere 

VOL. III NO. 1

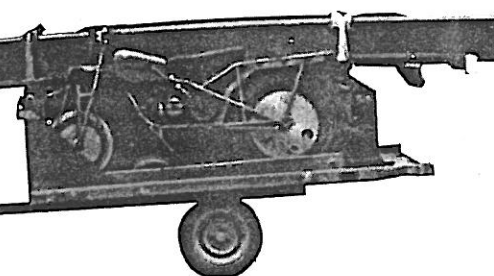
JUNE, 1971

“GO ANYWHERE” Machines on the move



ADVENTURE STORY. One of the strangest, but happiest homes on wheels was this mightily rigged camper, outfitted by two Connecticut Yankees for their trek to Alaska, featured in this issue.

lagoons ruled by the saber-toothed tiger who no other beast cared to quarrel with. The skeletons of many ancient inhabitants of this old Earth can still be seen embedded in some of the Bad Lands' rock walls. In an extended cruise out on the plains, the



tires of the Trail-Breakers became so cactus-clad they resembled four angry porcupines, but—you guessed it—no harm done!

CONT. PG. 2

You Meet the Strangest Places on a Trail-Breaker

Just ask Bill Caffyn, Jr. and George Lowry, a couple of happy New Englanders who are still talking about their 9,000 mile, 3-month, cross-country expedition from their home in Marlboro, Connecticut to Alaska and back.

Setting their goal to see more country than highway, Bill and George packed their travelling home, a Volkswagen camper, with fishing and hunting gear. To the camper they added a flatbed trailer with two Trail-Breakers and a bateau turned upside down to protect their tenting, dry goods and repair parts stores. To their camper roof, they added bateau outriggers which, in addition to stabilizing their fishing jaunts, always pointed to the right direction of travel. The packing took a while, but finally their alarm clocks

rattled at dawn on the appointed day—and they were off.

Making short work of New York State and the central plains, they crossed the wide Missouri and headed for the range country of South Dakota. The Bad Lands, an agony of twisted rock formations, was the first major stop for the mobile fleet.

In mid-day 90° heat, Bill and George mounted their Trail-Breakers and challenged the rutted canyons and eroded mountains of this wild territory, described by pioneers as “Hell with the fires put out.”

The weird, demonic works of erosion were shrouded in rising heat waves and one could truly believe that here, once were the marshes and dank



We have been working with the United States Department of Agriculture, Forest Service Equipment Development Center since 1964 toward the development of the Trail-Breaker as a truly unique off-the-road work vehicle. We are happy to report the Center's recent approval of the Mark III and Mark IV machines for use by employees of the U.S. Department of Agriculture—Forest Service, its contractors, and its cooperating federal and state agencies.

CONT. PG. 3

TRACKS

TRAIL-BREAKER

goes anywhere >>>

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



KEEP IT UP!

As the winter snows disappear and the maternal traces of spring peep through recently dormant soil, we become aware of a new season being born . . . a time of appreciation of the wonders of nature and beauty surrounding us.

A rambling mountain stream enriched by thawing ice caps quickly finds its way to a tranquil pool harboring the activities of countless brook trout already matured beyond measure by a single 12" rule.

Just a few years ago, the only people to be found on wilderness trails and remote areas such as this were Boy Scout Troops or inveterate fishermen and hunters. But now, with the trend toward recreational sports such as trail riding, camping and remote area travel, we see more and more people taking to the outdoors to enjoy the natural beauty of our environment.

The litterbug has been identified as public nuisance No. 1; however, Americans, urban and rural alike, have become conservation minded. Today, cleaner rivers, lakes, parks and campgrounds are demanded and these outdoor recreational areas have taken on a new appeal to the outdoors-minded through national clean-up campaigns sponsored by various governmental offices, as well as local organizations and private individuals.

We are proud to be associated with the outdoor recreational field and are pleased to see that the beauty of our natural environment will be preserved by these conservation conscious individuals. Congratulations America!



WHERE'D HE GO? We've heard reports that Trail-Breakers are seen less often because they are going further into remote areas where there are less people to see 'em. For example, there's a rider and his Trail-Breaker up there atop a Big Horn Mountain in South Dakota. If you don't see him, you'll just have to take our word for it.

GO ANYWHERE CONT. from pg. 1

With the Bad Lands conquered, and a couple of restless nights of pre-historic dreams, the camper broke a hub with a loud snap while climbing toward the summit of an old Big Horn mountain road. It was late Friday night and the party was held up for the weekend.

The next morning Bill and George made friends fast on their non-scheduled stop, and were invited (along with their funny machines) to join the annual barbecue held by the local sheep ranchers that Saturday night. You can bet that the hit of the evening in Barbecue Valley consisted of demonstration rides on the yellow "mountain goats" till the moon was high in the sky.

Monday morning found our pair pretty party worn, but happy with their new friendships, and still with a broken hub. The Trail-Breakers being the only means of transportation, Bill and George set out for the nearest town through the back woods of South Dakota to get new parts for the camper. The excursion took them through Crazy Woman Canyon, which Bill recalls as one of the most beautiful rides on their trip.

The new camper hub was brutally tested on 1,000 Alaskan Highway miles of muddy, dusty road through British Columbia into the Yukon Territory that ended with a big rest stop 25-miles back into the remote Yukon woods.

At the next peek of light, where snow-capped mountains seem to grow right out of the waters of Kusawa Lake, many a Grayling was fooled by the lures of two Connecticut fishermen far from home. And the nose pleaser of all time, fresh, pan-fried fish in the brisk mountain air still lingered when the restless anglers broke camp and moved on to Fairbanks and the Crazy Mountains. The Trail-Breakers were once again mobilized for an ear-popping ride miles and miles above the timberland.

As soon as they were having just too darn good a time for themselves, Bill and George had to plan the home stretch of their trip, since time was catching up to them. Calculating that they had lost too many tires on the Alaska Highway due to overload, they decided (though reluctantly) to part with their dependable T-Bs and ran an ad in the Anchorage newspaper just prior to setting out for Portage Glacier. They left their camper and machines in a trailer camp and attached a note to the seat of one of the bikes requesting that interested parties leave their name and number. Two days later, they returned finding a list of names as long as half a Trail-Breaker. Two phone calls resulted in the immediate sale of both machines as well as the spare parts kits they had brought with them.

One northern lights night before leav-

ing, the two men took stock of themselves and their experiences. They agreed that they had achieved many personal goals and had experienced the priceless opportunity of viewing first-hand the awesome beauty of nature where few other men had trod.

This two-month period had surely proven to be a gratifying and memorable adventure and would sure make the return trip stories an experience in themselves.

With an automotive salute (a backfire) that echoed through the mountains and forests that surrounded them, the van was pointed in agreement toward a distant point in Connecticut labeled "Home Sweet Home" where the first order of business was the purchase of two new Trail-Breakers from the nearest dealer.

USDA CONT. from pg. 1

We all know the tough job our Forestry people have today. They are not only serious environmentalists, but have an equal responsibility for public recreation, road building, construction material resources, and continual timber maintenance to keep our world green, clean and productive.

We've learned a lot from these outdoor professionals that has been passed on to all our Trail-Breaker machines. Like the importance of low maintenance for remote area vehicles. And ease of repair if a breakdown does occur.

In addition to passing the "go anywhere" tests put to it, the Trail-Breaker drew praise about its dual-parts/back-up design. The Department's publication cites that the Trail-Breaker is designed so that if one component fails another will provide back-up, permitting the rider to continue under power. For example, if the drive train to the rear wheel fails, the front wheel will continue to provide power. The machine has two starters and the tires are designed to support the vehicle even when punctured. And spare fuel can be carried in the wheel hubs of the Mark III.

The publication goes on to illustrate more examples of Trail-Breaker's effectiveness and non-effectiveness (like at turnpike speeds) in this very straightforward, unbiased appraisal. We would like to thank the Forestry Department for its help and enthusiasm in putting our machines to the professional test and becoming members of the ever-increasing friends of Rokon club.

REGGIE'S RULES

Ah Spring . . . and Summer, and Fall for that matter. Not knocking those snowy winter months, but Spring always seems to reacquaint us with the teeming life force of the great outdoors and we run around tuning everything up including ourselves.

Here at the factory the weather doesn't affect us much and we are always product testing and developing to find ways to improve your Trail-Breaker's performance. As usual, we have a couple of tips to pass on at the opening of the long riding season:

If you are using a 16:1 fuel ratio for your present machine, it is suggested that you shift to a 20:1 mixture, or 1 quart of air-cooled motor oil to 5 gallons of gas, for better performance. Outboard motor oil is *not* recommended.

We are also pretty excited about recent tests we have run on a product called, "Golden Spectro," a concentrate oil available in 6-pack form directly from the factory or from your local dealer. This oil is highly recommended for the Chrysler engine in your Trail-Breaker for maximum perform-

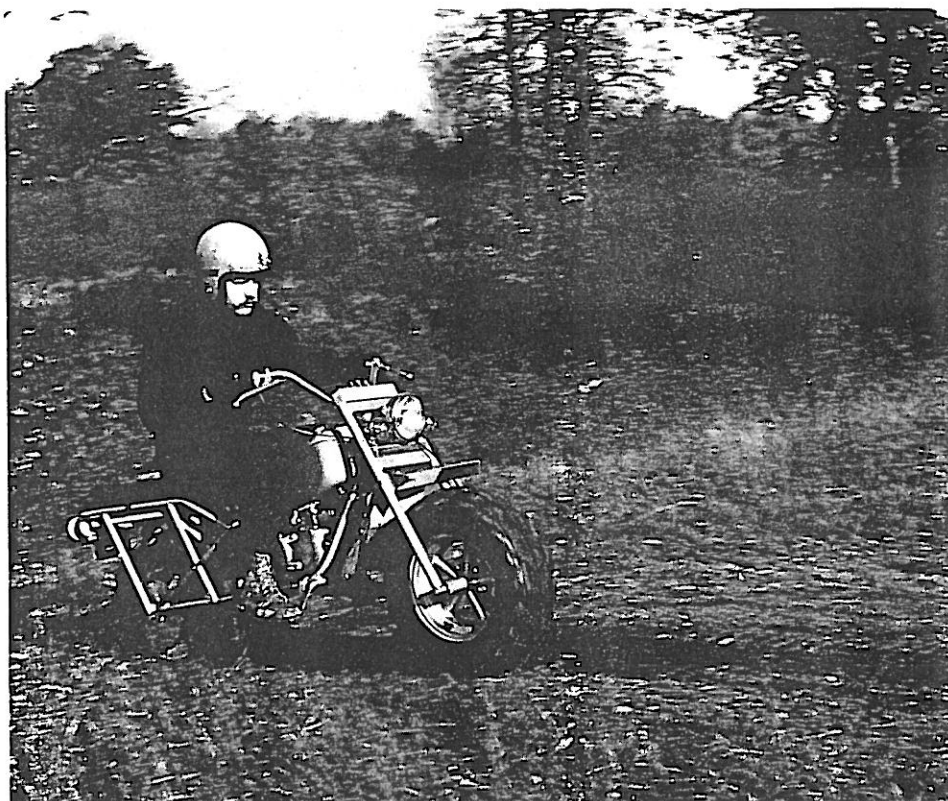
ance. When Golden Spectro oil is used, the ratio should be one 18 oz. can to 5 gallons of high test gas.

If excessive smoke is a problem, this is due to an improper fuel mixture. Golden Spectro oil will eliminate this smoke and minimize spark plug fouling. You must also keep in mind the importance of the .030 spark plug gap.

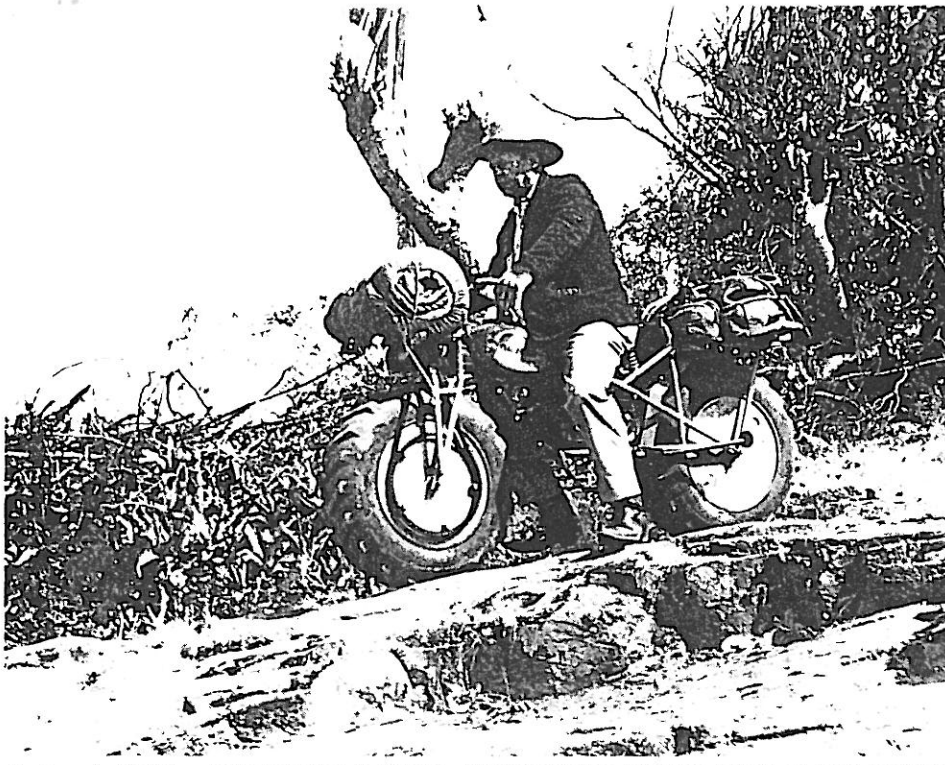
High test, non-leaded gas is always advisable. However, if you cannot find non-leaded gas, any high test brand name is acceptable.

Your Chrysler engine develops its power as the RPM's increase, and friction created by an improper gas and oil mixture will reduce the RPM's of your engine as well as the performance of your machine.

To summarize, the most recent developments for maximum performance are the use of high test gas and Golden Spectro oil. If you do not have access to this oil, be sure to use an air-cooled, 2-cycle engine oil only, such as snowmobile oil. Your mixture should be 20:1, or 1 quart to 5 gallons of gas mixed in a separate container. Happy riding!



OUR NEWEST FAMILY MEMBER. The Rokon Trail 140 will get you to the grocery store by trail, by road, by gloom of night. If you register it for the road, don't forget your helmet.



Fr. Francis Pfeifer, missionary priest in Oaxaca, traverses the mountainous terrain of deep southern Mexico on his Trail-Breaker.

By horse, by burro or, now, by . . .

Packed with only the essentials, Fr. Francis Pfeifer, pictured above, and his brother, Rev. Michael Pfeifer, the photographer, make their way on their Trail-Breakers to one of approximately one hundred Indian villages which they serve as missionary priests.

Frs. Francis and Michael Pfeifer belong to the Missionary Oblates of Mary Immaculate, whose congregation serves three tribes of very poor In-

dians far back in the mountains of deep southern Mexico. The state of Oaxaca is a beautiful, mountainous area with a splendid climate and is located five hundred miles southwest of Mexico City.

Rev. Pfeifer tells us about one-third of the villages can be reached by jeep; the others only by horse, by burro or, now, by Trail-Breaker.

WHAT'S NEW

Well, not really new, but the Rokon Trail 140 introduced last Fall and pictured on page 3 is really starting to get around. In fact, it's already getting a lot of TRACKS' readers around.

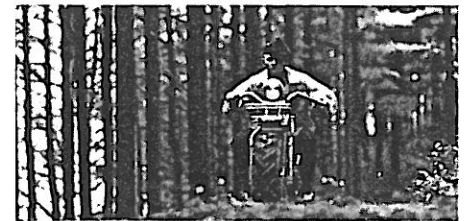
We like to think the RT-140 is true to our tradition of offering unique machines to sportsmen and outdoor lovers alike. It features one-wheel drive and a fully automatic transmission. An infinitely variable torque converter takes care of all gear ratios.

The RT-140 is about the same size as the Trail-Breaker Mark IV and rides like your favorite easy chair.

It's not quite the mountain goat the Mark III and Mark IV are, but with one-wheel drive, a new rake angle and a design change in the tires, RT-140 riders find a bit more top speed (40 mph) and are registering their machines for road as well as trail travel.

If you want to go to the grocery store on it, the RT-140 can be easily outfitted with an alternator kit complete with headlight, tail light and turn signals for road registration.

So if you're out in the boonies someday, and you see a one-wheel drive machine that looks familiar, just remember it's a member of our family.



TRACKS

TRAIL-BREAKER goes anywhere >>>

160 Emerald Street
Keene, New Hampshire 03431

