

TRACKS

TRAIL-BREAKER

goes anywhere 

VOL. III NO. 2

MARCH, 1972

SNOWBIRDS FLOCK TOGETHER



"IT'S A WHAAAAT?" — Asks snowmobile owner as he checks out our big Mark III and wonders how it stays afloat in snow country.

Trail-Breaker hits the Snowmobile Trail

Bein' from New Hampsha' . . . you might know we don't hang up our machines just because there's 1 or 2 foot-a-snow outside. Nosir!

Why — some of our best laughs and best friends come from sno-ridin'. Like the time we were cruising the snowmobile trails in the foothills of the White Mountains one clear, cold Saturday morning and ran into George Hunt and family. It wasn't so much that we ran into George, but that he swerved off the trail in disbelief as we came tooling 'round a big pine grove atop a foot 'n-a-half of crusted snow.

"Nice day," we said, as George took a big swallow from a special thermos of warmer-upper he was carrying in his snowmobile tool box. We shook hands

all around and found a nice big field to exchange rides in.

George checked us out pretty carefully before he got on the Trail-Breaker. He kicked at our tires. He twisted our handle-grip throttle. And he asked where the anchor was. But once he swung a leg over our yellow snowbird and took a real seat-of-the-pants trip over the river and through the woods, we had a hard time getting old George off again.

Last thing we heard as George and his family took off toward the nearest drift in their snowmobiles was George telling George Jr. that he just might be getting a Trail-Breaker for his 5th birthday. 'Course . . . old George would keep it in runnin' order 'til Jr. was old enough to ride . . . maybe when he's 10.

How to haul your bear...

Al Bocash is his name. Baggin' Bear is his game. Al writes a pretty good letter, too. In fact, we couldn't put it any better ourselves. Here's Al's letter:

Dear Sir:

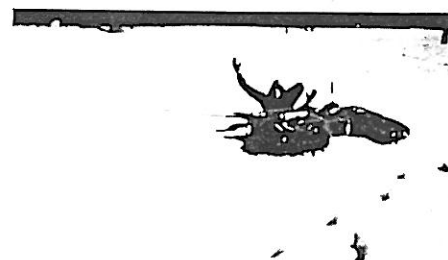
"Here is a picture of a black bear I hauled out of the deep woods of Rumney, N.H. on a Trail-Breaker Mark IV. The bear weighed about 200 pounds and the Trail-Breaker hauled it out of the woods with about 5 inches of snow on the ground with no trouble at all. I went through mud up to the bottom of the frame, across a wide brook with maybe a foot of water and mud with no effort. This is the most fantastic machine ever made for a hunter."

"The bear was shot through the heart with one shot from a 308 Remington."

"What a lot of dragging and labor my Trail-Breaker saves in between trees, over fallen logs, brooks, mud and snow. You name it, my machine will go. It's hard to believe what this will do unless you see one in action or try one for yourself."

"I hauled that bear for ¾ mile. That's a short ride but an awful long walk and

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Sno-ridin's just a little bit different than trail ridin'.

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Keep those cards and letters coming!!!

The next best thing about working for Rokon is getting to read the morning mail. We get letters every week from owners who happily describe the latest torture they've put their Trail-Breakers through — and have lived to tell about it.

Pete hunts hogs in the African Plain with a "Hog Haulin'" Trail-Breaker. Hank and Edna spent a wild Honey-moon in the woods with his & her Trail-Breakers. And the forestry guys have just saved another patch of timber from a fire that they could not have reached by any other means than by you know what.

We are always looking for more letters. And pictures! All you shutterbugs out there can send us your photos along with your story. Color or black-and-white photos, makes no difference to us. We'll take them both. Just make them as interesting as you can and be sure your Trail-Breaker is right in there.

Share your rarest experience with your fellow riders across the country through TRACKS.

What's the best thing about working for Rokon? Well, it's a toss-up between riding Trail-Breakers and watching the pretty girls that work here, too.



Trail-Breaker and pretty girl.



BAGGED BEAR — Al Bocash, his Mark IV and his bagged bear . . . or is it bear in the bag? Al's the one on the right.

HOW TO HAUL YOUR BEAR CONT. from pg. 1.

drag. Why didn't I have one of these things for all the deer I dragged out of the woods over the past few years. What a lot of work that would have saved. Thanks to the Rokon people for making a wonderful machine."

Sincerely yours,
Alcide B. Bocash

...and moose!

From Verne Hoggatt of St. Paul, Minnesota we hear:

"My hunting friends and I just put my machine through hell in the biggest boonies you ever saw . . . packing out three moose. Two were back in 2½ miles and one, the biggest at 1100 pounds, was into the bush 4 miles. Swamp, hills and heavy brush were all part of the game and taken in stride by 'Ole Yeller'. We quartered the moose and took a quarter at a time and in two days of packing we had only one repair . . . lost a master link on the rear chain. I just took the master link off the front drive chain, clipped it to the rear, and finished the day with rear drive only."

"Thanks much for making a good quality machine. Don't adulterate it. It can take it."

Yours very truly,
Verne D. Hoggatt

Why advertise with friends like these? Thank you fellas and good hunting always.

Ed.

No roads... no problems

Joe Martin lives on St. Lawrence Island in Savoonga, Alaska where the best roads are the ones you make yourself.

Joe is a school teacher for the Bureau of Indian Affairs and is assigned to an Eskimo Village on the Island. His location is actually closer to the coast of Siberia than to the Alaskan mainland — Double Brrrr!

We aren't sure what the population is up there in Savoonga, but most of the folks are getting around on Trail-Breakers and Snowmobiles reports Joe.

If you ever wanted to be a road builder, you can move on up to the Tundra and have a ball. :-



ALASKAN TUNDRA RESIDENTS — Making their own way across a roadless community on St. Lawrence Island.

Farmer Big on Trail-Breaker

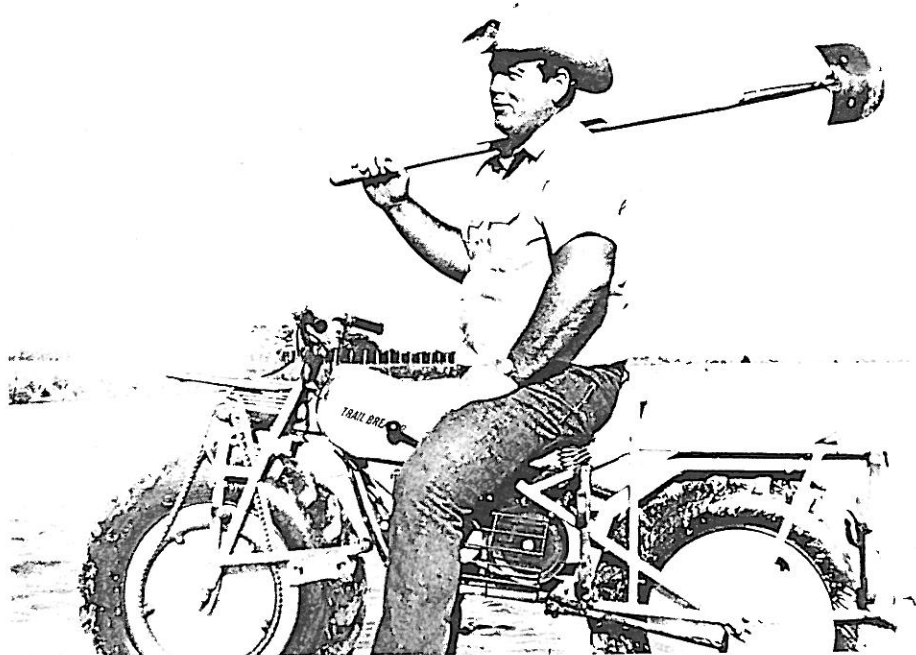
Ernest Corbello is a busy farmer. And hauling Ernest Corbello around his 350 acre rice and 360 acre soybean fields in southwest Louisiana is a mighty big job for machine or beast. But Ernest has found his Trail-Breaker to be the large economy sized answer to his problem.

With much of his farm fields under water, Ernest has found that most vehicles are useless for traveling and working his acreage," . . . and horses are just too slow," he says. He reports that one man can travel 100 acres in about 5 minutes on the Trail-Breaker

with no resulting damage to the wet roadways or underwater levees. And that's pretty important to a rice and soybean farmer.

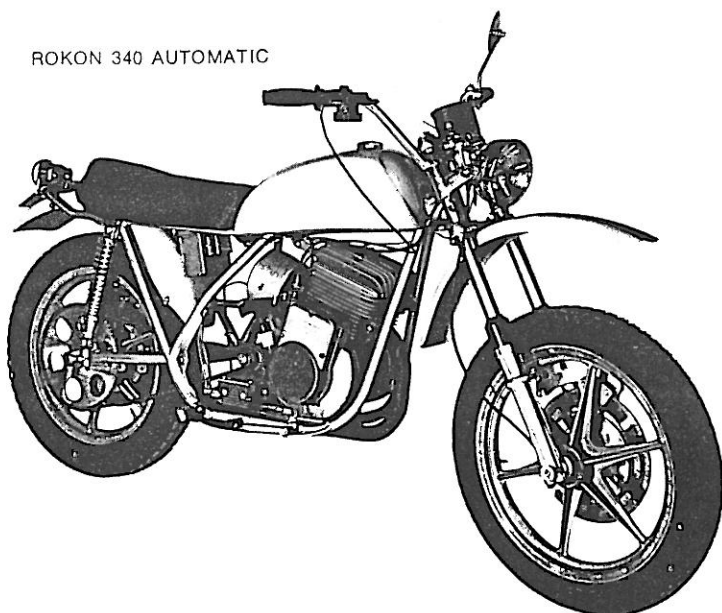
He was really convinced that his horse trade-in was smart when he realized he spent about \$10.00 a week on horse feed compared to \$3.00 a week to gas up his machine. Then with horses there was saddling, unsaddling, grooming, loading, unloading and cleaning up . . . whew!

The horses are probably happier to see Ernest on a Trail-Breaker anyway.



TWO TOOLS OF THE TRADE - A shovel and a Trail-Breaker for Louisiana rice and soybean farmer Ernest Corbello.

ROKON 340 AUTOMATIC



It's a mean machine

The competition around this country's Enduro and Motocross racing circuit is learning fast about the meanest machine we make. The Rokon 340 Automatic. We built it to race in the toughest races devised for the motorcycle — the cross country endurance and the dirt and hill-track motocross.

You see, the boys in the engineering room had a dream one night last spring to build a motorcycle that would combine all they had learned from the Trail-Breaker (the world's toughest motorcycle) with the very latest innovations in frame and body design — and speed.

First time out last fall, a prototype of the Rokon 340 Automatic was entered in the 84-mile Enduro at Talladega, Alabama, sanctioned by the American Motorcycle Association. Our machine won the event in a field of over 200 entrants. Our trophy was bigger than our rider.

The 340cc Sachs powered bike is the first Rokon model with sprung suspension and high performance (top speed is over 90 mph). The automatic transmission (also used on the Mark IV and RT-140 Trail-Breaker models) provides constant drive power for every dirt and trail situation to give the rider more control and handling ease in competitive racing.

Right now it's for the competition rider, but you'll be hearing a lot more from the Rokon 340 Automatic in the near future.



MEAN MACHINE FROM KEENE - Is what the competition is calling the new Rokon 340 Automatic that's been winning its share of races lately. Tom Clark, Rokon vice president, is riding.

Jim Fowler off to Africa again

Jim Fowler of "capturing wild animals on TV" fame stopped by on his way to the southern tip of Africa to say "Hello" and pick up the two Trail-Breakers he'll be using in the first episode of his new animal adventure series.

Jim, who is one of the finest zoologists and dedicated environmentalists we know, plans to feature the "hard-to-find" wild animal species in his new series. We wish a lot of luck to this fine outdoorsman and look forward to seeing more of the animal kingdom he plans to bring to the American public through television.



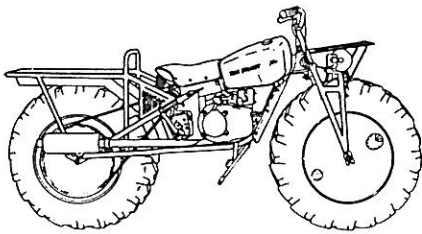
JIM FOWLER - Points out the philosophy behind his newly planned TV series of wild animals in their natural habitat to Bob Grip, Rokon President (left) and Orla Larson, Rokon Director.

SPECIFICATIONS MK III

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 arrestor 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: 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, 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
Alternator Light Kit
Rear Passenger Kit



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