

TRACKS

TRAIL-BREAKER

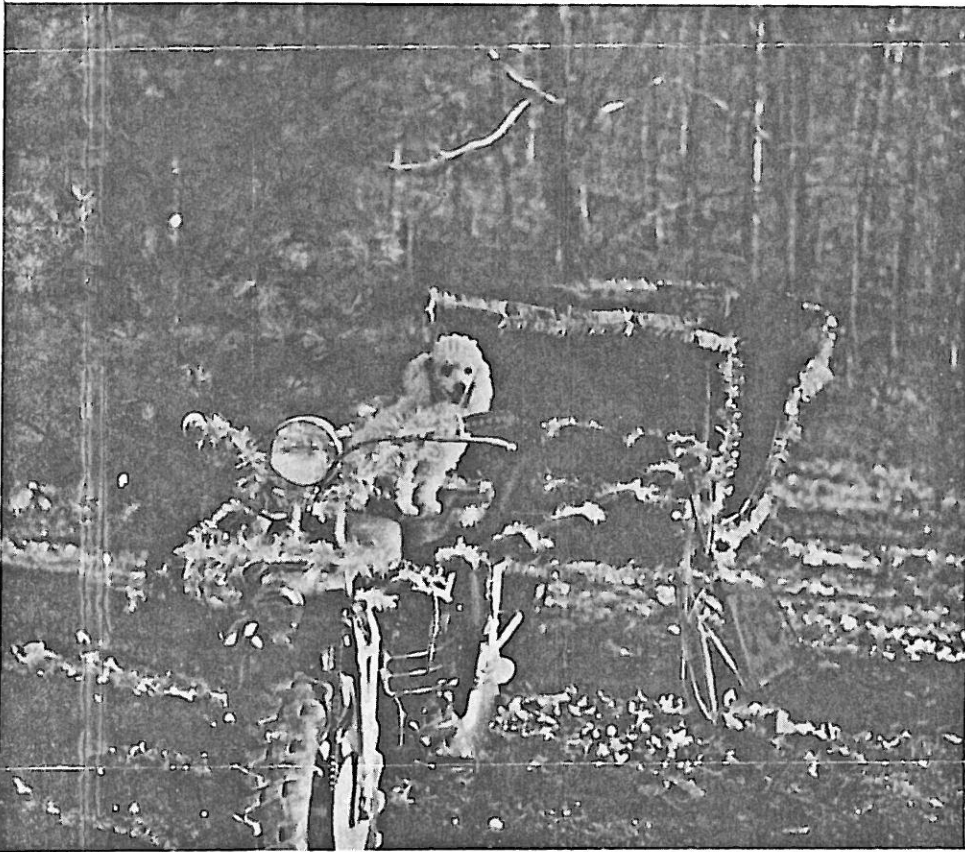
goes anywhere



VOL. III NO. 3

DECEMBER, 1972

The T-B Didn't Even Work Hard



HO HO HO! Santa's sleigh visits some strange places on Christmas eve, and usually the old gent doesn't stop long enough for photographs, but here we present direct evidence that Santa has modernized his equipment to keep up with the times. No reindeer here (Yes, Virginia, that is not Dasher on the seat; that is a fierce poodle guarding things for Santa while he fills his sack.) Actually, we have to give credit where it is due; the T-B is that of Bud Paugh, Rokon dealer in Keyser, W. Virginia. Bud hauled the sleigh through Keyser in the Christmas parade.

Colorado Rockies Scene of T-B Outing

Roy Bowden, our man in Littleton, Colo., invited some 25 Trail-Breaker families to a weekend of festivities in the high country near Aspen, this summer, and we went along.

What a time! Roy and his wife had everything organized, right down to having the trout ready to grab our hooks.

There were hillclimbs, fishing contests - even log jumps!

There was also a lot of serious talk about the Trail-Breaker, its strengths and modifications that were suggested after hard experience in the field. We learned a lot . . .

We also learned that western hospitality is just about the best there is; thanks, folks! We'll be back.

(Editor's Note: The following article appeared recently in GO, the Goodyear dealer magazine. We reprint it here with Goodyear's permission.)

Bounding over the humps, bumps, and cacti, it charges along with the bellow of a small lawnmower.

What is it . . . a bird?

No!

A plane?

No!

A super basketball?

You're close.

It's a Rokon Trail-Breaker, carrying an intrepid adventurer, a la George Plimpton, across the vindictive Arizona desert wasteland.

The machine has no springs. It has no shock absorbers and no transmission.

A crowd gathers when it stops and questions are thrown from all directions:

"What is it?"

"A Trail-Breaker 140."

"Whatcha gonna do with it?"

"Enter today's motocross race."

"You're crazy, man, that's not a motocross machine."

"That's right, it's built for fishermen, explorers, outdoorsmen and guys who just like to poke around in the hills and back country... at 8 or 10 miles an hour."

"So why're you gonna enter today's race?"

"Can you think of a more rugged test for the machine and those new Goodyear tires?"

"Hmmm, I see what you mean... but I still think you're crazy."

Before the race day, Dan Gerba, owner of Trail-Breaker Headquarters, the Rokon dealership in Phoenix, had "worked over" the red, Goodyear-equipped machine.

He had boosted its top speed from about 35 mph to over 55 mph and he had gone over the rugged machine with a fine-tooth comb, to make sure every part was ready for the demands of motocross competition.

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TRAIL-BREAKER goes anywhere 

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

Greetings!

Remember those old illustrations in children's books showing a family group hauling in the Yule log, or the Christmas tree? Half a dozen cheerful faces, wrapped in mufflers, and tugging away at an enormous half-tree for the Christmas fire?

It's that time again. You may find it easier to bring in your Christmas tree by Trail-Breaker, but we do hope you will have that same smile on your face, for it's a special time of year.

As we go to press, it's about halfway between Thanksgiving and Christmas, the two best holidays we have, and quite the nicest time of year. There is an extra zip in the air, and people are happier - truly, it's a festive season.

And right now is a good time to pause and wish all of you a very Merry Christmas and a happy and prosperous New Year.

What's What

This is the time when people traditionally sit down and take stock of things.

Since we're no different - and since most of this issue is about you and not us - we herewith present some poop from the factory, things we've done this year:

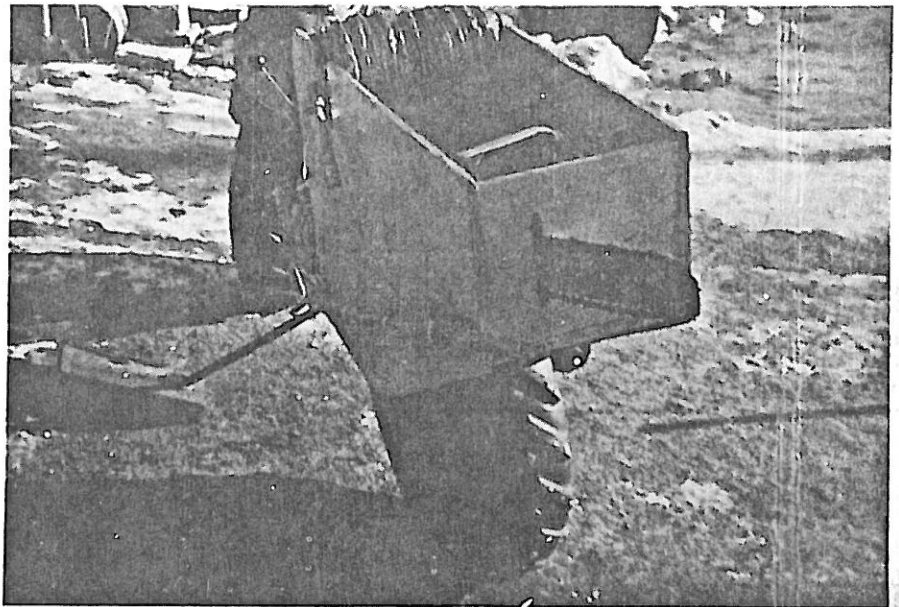
Our new RT 340, the revolutionary automatic Enduro motorcycle that goes like a scalded cat, has already been showing its rump to some of the big names in the back-country rough rider set. For example: first in class at the international two-day trials, Dalton, Mass., in October. Our man Tom Clark did it, and he took one to the ISDT on the Isle of Man to reconnoiter the trials route with the American Team.

We'll have more about this amazing machine in the next issue.

Otherwise:

We sold a batch of T-Bs to the Chilean government, all equipped with fire-fighting gear for forestry work there. We have formed a new company, Rokon International, Inc., of Boston, for international sales. Efforts are paying off, too-as you read this a boatload of Trail-Breakers is headed for Iran.

Ill keep you posted on what's what our spring issue...see you then?



FENCE-MENDING is a chore that every farmer knows about and also one that few of them like. You have to do it when the critters aren't in the fenced-in area, obviously, and that means the weather is often not on your side. Mike Russell over in New York State has his Trail-Breaker all rigged out to make this unpleasant task as easy as possible. He carries a chain saw, roll of barbed wire, pry bars, a bucket of what we assume is staples, and plenty of space in the box for other gear. How about a cow-catcher on the front end, Mike?

We Get Letters

Editor's Note: You bet we like to get letters! Photos are welcome too. We can't promise to print everything but we will do our best. Let's hear from you!

From Florida

Our bikes are still sloshing through the Everglades with no problems.

I have hauled out about ten deer, three tons of supplies and many hunters - incidentally all this pulling 18 teeth on my miter box (23 is normal - Ed.).

One day I brought a deer on the back, towing a Heath Boonie Bike with a 235-pound man on it five miles through the swamps. Not a bit of dry land anywhere (It's hard to believe, and I was there!)

R. L. Atkins
Miami, Fla.

And Venezuela

Enclosed is a picture of my wife on a Mark IV and myself on a Mark III with our 13-month-old son; taken at sunset on the shores of Lake Maracaibo, Venezuela.

I work for Creole Petroleum Corp., a subsidiary of Standard Oil ... Creole has all of its wells on the lake, therefore I am forced to use a boat for transportation instead of the Trail-Breakers.

These two Trail-Breakers were purchased at Carnes' Cycle Shop in

Southern California. They have traveled all through the deserts of Southern California, Nevada, Utah and Arizona. Their performance pleased us so much that we did not hesitate to bring them to Venezuela.

Luis Sosa
Venezuela.

And Washington

This picture was taken in the Cascade Mountains in Washington State. I brought it (a huge buck deer - Ed.) out about three miles and weighed it in at 220 pounds.

This task could not have been done without a Trail-Breaker ...

Jerry Winters
Seattle

And West Virginia

These pictures will show that the Trail-Breaker will do the job (the photos show two deer behind a T-B - Ed.), approximately 330 pounds drag and 245 on top. This was in about 5 inches of snow through streams and over very rough terrain and drifts to 14 inches.

H. D. Paugh
Keyser, W. Va.

REGGIE'S RULES

Some of you fellows out there just aren't trying.

We keep hearing that you put your machines aside about the same time that the lawnmower goes into hibernation and head for the fireside and the TV set. Well, that's ok if you want it that way, but you ought to try Trail-Breaking in the wintertime. It's fun, healthy exercise and now and then you can help out your less fortunate neighbor who's stuck with his snowmobile (adv.)

Cold, huh? Well, it gets cold here in New Hampshire too, and the ground has been white since two days before Thanksgiving. If we can do it - and the boys in Alaska can do it all year 'round - you can too. Here's how: Wear enough clothes. (Honestly, you'd be amazed at the numbers who haven't stopped to think that they can take off clothing when they're too hot, but they can't put more on if they're in the bush!

When you start out, don't drive away until your T-B is amply warmed up... ten minutes should do it.

Check your tire pressure. It should not exceed 3½ p.s.i. for maximum traction and handling and comfort too.

Carburetion is different in cold weather. From your summer setting, turn the low speed jet (L) 1½ turns counter-clockwise and high speed jet (H) ¾ turn counter-clockwise. Also remember that where you are going it will be colder than where you came from, and that most likely means condensation, either going or coming. The answer here is lubrication to prevent rust. Lightly lubricate the chains and put a couple spots of light machine oil on the disc brake push pins. (You want to be able to stop, don't you?)

If your machine is the Explorer Mark III, you should use sprocket cleaners to prevent ice buildup in the wheel sprockets. (They're also handy the rest of the year to prevent mud ditto.) Use Golden Spectro oil mixed with the gas to prevent air pollution. Speaking of gas tanks, you must know that the more dead air space in the tank the greater chance for moisture condensation; so keep your tank topped off as much as possible.

OK. That's what you do beforehand, remembering always that preventive maintenance beats restoration by a country mile. There you are, all warmed up and ready to go, so is it full steam ahead?

Not really. Remembering that snow is slipperier than dirt, you start out slowly. You might even practice a bit in the back forty, for the terrain underfoot is a wee bit slipperier. (Some



DIG THOSE CRAZY HANDLEBARS - Jerry Brockschmidt of Redding, Calif., has modified his Trail-Breaker a bit, as you can see. Jerry and his wife went hunting in northern British Columbia - with good results, obviously - and he wrote us about it. "Our guide," writes Jerry, "told us that was the only vehicle brought into the area that he didn't have to tow out with his Caterpillar tractor. We were happy with the results..." Thanks, Jerry; we'll bet you were happy with the hunting results, too!

of us here at the factory use studded tires.)

All the other rules about Trail-Breaking apply, from the one about respecting other people's fences to remembering to take along tools in the tool box.

Take along a stout piece of rope, too, so you can pull out stuck snowmobiles along the way.

And have a nice winter.

Be A Sport

If you haven't finished your Yuletide shopping yet, how about a yaller Trail-Breaker shirt for the little woman?

That would surprise her, all right, and at four clams a throw it's cheaper than mink.

P.S.: They come in kiddies' sizes, too. From your dealer or us.

CONTINUED FROM PAGE 1

The T-B Didn't Even Work Hard

On its feet were a pair of 25.5x8.5-12 Goodyear Hy-Lander Special tires. They were developed especially for the Trail-Breaker and are designed to run tubeless with inflation pressures to be varied according to the terrain.

Since the tires are the machine's only suspension, inflation must be lowered to the absolute minimum for abusive off-road riding.

The Trail-Breaker uses a snowmobile-type torque converter in lieu of a transmission. This not only permits an infinite number of gear ratios to use all of the engine's power all the time, but it also frees the rider - especially a very green, novice rider - of the task of shifting gears.

The Trail-Breaker was entered in a motocross race, which is a series of three races spaced over a time span of about five hours. The races were an incredibly bruising test of the machine, the tires and the rider.

In this case, the rider proved to be the weak link.

Indeed, Gerba had packed far more power into the little 135cc engine than the GO magazine editor's severely limited talents could accommodate.

Nevertheless, in a field of more than 25 motorcycles, the Trail-Breaker finished 14th, 12th and 9th in the three, five-mile "mosos."

But the stout-hearted machine, manufactured by Rokon, Inc., of Keene, New Hampshire, really demonstrated its capabilities during the between-race free time.

It chugged across the rugged desert floor near the race track, and kept right on chugging as it was pointed up the steep, rock-strewn sides of mountains in the white tank mountain range.

There it became obvious that the Trail Breaker is especially good at the job for which it was intended. The Goodyear tires - almost 10 inches wide - give it a carload of traction and they already had withstood hours of pounding across sharp rocks, cactus splinters and - occasionally - other motorcycles.

Gerba summed up the machine's performance by saying, "I knew that little sonofagun was tough, but I'm still surprised at the way it hung in there."

"It didn't even work hard."

Grease Is Great

If you're in a spot where winter weather differs from summer weather, remember that your faithful and favorite iron mule would appreciate extra care in the lubrication department.

When cold metal meets warmer air, moisture condenses, and rust will follow if it gets half a chance... Also, things freeze. Forewarned is forearmed, right?

Factory Equipped For Service Too

There are lots of things the Trail-Breaker is good for.

It makes a dandy paperweight, for example. And we know a man in West Texas who uses it to pull out his cows when they get stuck in mudholes. The list is a long one.

But one of the things the T-B isn't good at is handling city situations. No one rides a Trail-Breaker in Manhattan.

So of course, people who buy Trail-Breakers live in the boonies. And that's where our dealers are, too; otherwise they couldn't sell Trail-Breakers.

But suppose you live on the back side of the moon, or some other such remote place. You're the only one there, and there's no dealer within miles and miles. What to do?

Buy from the factory, that's what.

Service? That's no problem either.

Ever since Don Ameche, or whoever, invented the telephone, we're only five minutes away from you.

All you have to do is call (603) 352-7341 and ask for Marty. He'll get the parts to you swiftly - by air if you want.

You don't think Jim Fowler was surrounded by dealers in the Peruvian outback, do you? Or in Africa either? What about St. Lawrence Island, in the Bering Straits?

Of course we don't have dealers in those places - and in a lot of others too. But there are Trail-Breakers there, and they're in good running order, because their owners know they can get good and efficient service from us at the factory.

We guarantee it and Marty guarantees it.



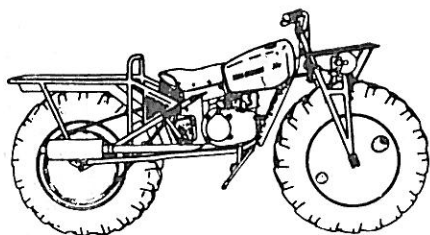
SMILE, YOU RASCAL - Lavern L. Herman, Rokondealer in Salmon, Idaho, and a mountain lion he got with bow and arrow. Vern is the middle generation of a three-generation Trail-Breaker family. Now that's togetherness!

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/IGNITION: Flywheel Magneto/EXHAUST SYSTEM: U. S. Forestry approved spark arrestor muffler/CARBURETOR: Tillotson diaphragm type/AIR FILTER: dry type/LUBRICATION: provided 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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06484