

**SUPER
DIRT TESTS:** **HUSKY'S HONDA HUSTLER!
BULTACO'S POMEROY REPLICA!**

POPULAR

34120 JUNE 1974 75¢

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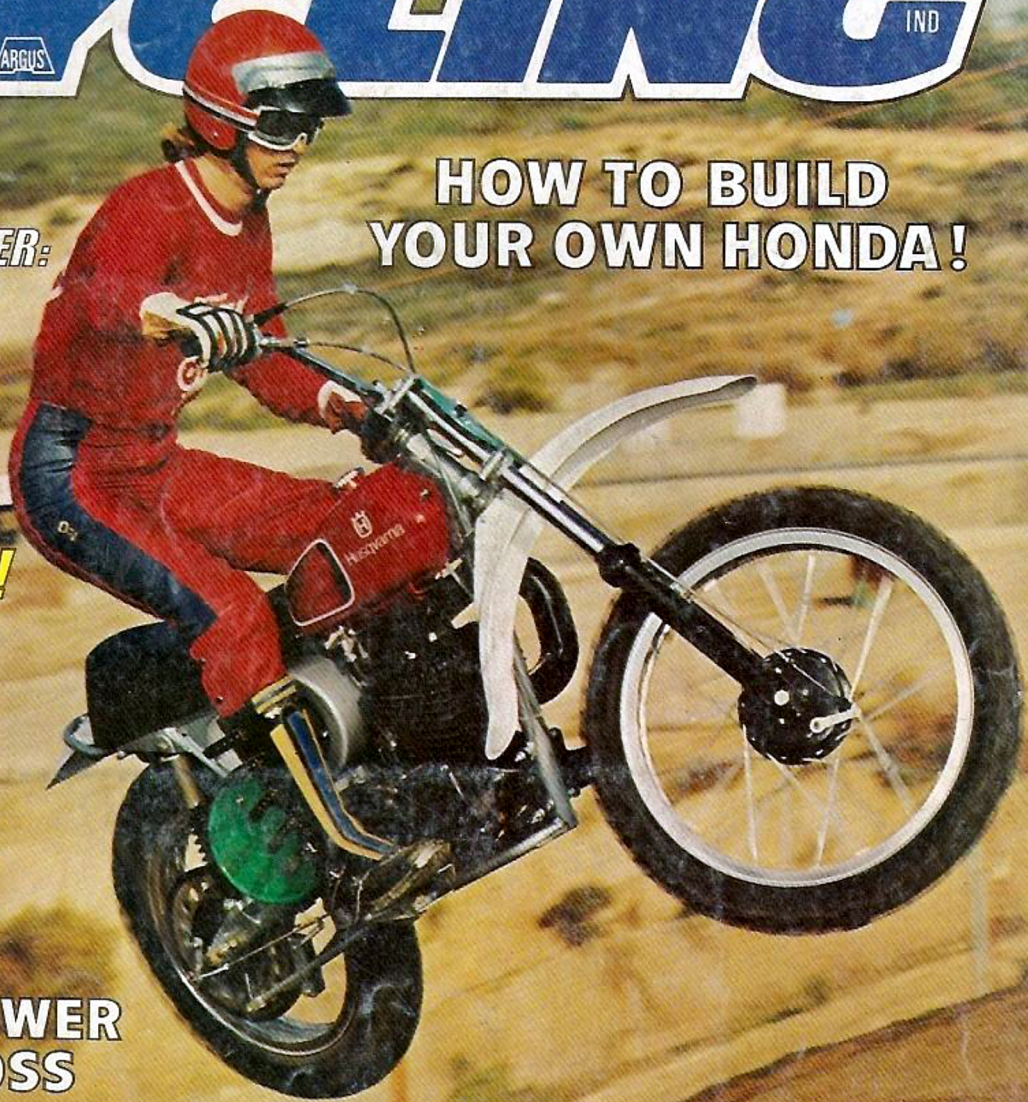
**DIARY OF
A TIRED
MOTOCROSSER:**

**TORTURE
TREK
THROUGH
TIBBLIN'S
TRAINING!**

**MORE
GREAT
RACE
ACTION**

**Plus!
PEDAL POWER
MOTOCROSS**

**HOW TO BUILD
YOUR OWN HONDA!**



WE THOUGHT THE 250 CLASS USED TO BE TUFF . . . NOW IT'S TUFFER, ESPECIALLY IF YOU'RE NOT THE RIDER OF THIS 250 CR.

It used to be that when we were informed that a Husky was ready for testing, we would request the presence of a well known Husqvarna rider to successfully test and evaluate the machine. J.N. Roberts, Rolf Tibblin, Nils Arne Nilsson, Mitch Mayes or Mickey Quade would join forces to evaluate the machine with us. It seemed as though a person who was not a Husky pilot just couldn't get comfortable enough to really evaluate one. Like the difference in roller and ice skating. If you're good at one, it's still going to take a while to adapt to the other.

Husky's new 250CR offers more than any other previous 250 machine we ever tested from the Swedish factory. It's hard to believe that so many new improvements were performed over the period of one model year. Generally the European factories just make small changes each year. But, this year Husky took drastic steps towards bettering their motocrosser.

One of the largest and most significant improvements was making it into a bike that almost everyone could easily adapt to. Thus, we eliminated the need for top-notch professionals to evaluate the

machine, although they still work with us, as in this case Mitch Mayes pushed the machine to its limits.

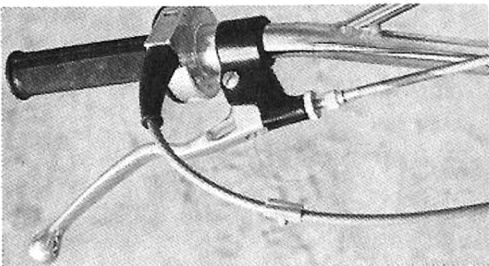
A fresh new outlook on motocross racing is enjoyed by Husky, who has always been one of the leaders in cross-country racing but never in MX with a stock machine. If you ever rode or now own a 1973 Husky 250, you'll just love the '74 machine. All the little things that you wished were available are now box stock items. The news might be bad for some of the aftermarket salesmen as you don't have to buy additional parts to make your machine race-ready. Husky does it all for you.

The machine is totally new, so it would be hard to single out any one item and give it the majority of the credit for the revamping. All the new parts together work as an integrated unit. All the changes are interlocked with other changes. To properly evaluate the machine, you have to start from the forks and work your way back to the chain adjusters. From front to rear, the machine has been changed, improved and altered.

If you know anything about Husq-



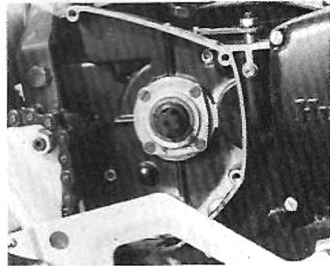
HUSKY'S HAULER



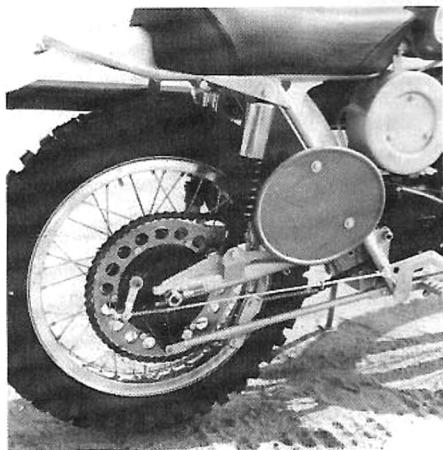
Grips aren't the best around, but the levers and quick turn throttle are the types of items that you would fork out additional money for.

The secret to the new and improved rear suspension is the longer swingarm and forward positioned shocks.

Husky slimmed down the weight, making the machine easier to handle as well.



The countershaft is splined now, so you don't have to lose sleep about having your sprocket slip during your trip towards victory.



When you climb on the Husky it still has that high feeling. It is obviously lighter than last year's with the weight tipping the scales just at 215 pounds ready to go. Most of the weight is to the rear of the bike and it especially gives you that feeling when you accelerate. Front end lightness is a key characteristic to Husky's handling. It is extremely easy to lift the front end and in almost any gear by merely twisting on more throttle and moving your posterior to the rear.

Husky's have wider handlebars than most popular motocrossers. We found that the 34.5-inch width is very comfortable and works good when body english is incorporated for tight track maneuvering. Of course the quick turn throttle and easy to reach Magura controls aid rider comfort.

An area that was a problem for rider control was that you could not squeeze the tank with your knees very easily. The



Mitch Mayes performs a third-gear wheelie which is easy to perform on the lightened and more powerful 1974 250 Husky.

BELOW CENTER—The unbreakable fenders are wider this year, the tank is skinnier, the forks are better and the brakes stop more evenly.



air cleaner cover, which is metal this year since the plastic units of '73 broke easily, protrudes out just far enough on the right side while the exhaust sticks out on the left. We like to grip the tank for security when things get hairy! The exhaust pipe is also new and incorporates its own built-in silencer. It really isn't as quiet as it should be but the pipe seems to be a good combination with the engine.

After several hours and days in testing the new 250 CR, we are confident that Husky has entered the motocross market with a piece of machinery that the competition will have to sweat! We really liked this one!



HUSKY 250

Suggested Retail Price: \$1495

ENGINE

Engine type	2-S, single-cylinder
Bore and stroke, mm.	69.5 x 64.5
Displacement, cc.	245
Horsepower/rpm (claimed)	n.a.
Torque/rpm (claimed)	n.a.
Compression ratio	n.a.
Air filtration	paper element
Carburetion	36mm Bing
Lubrication	oil/gas mixture
Ignition	Motoplat

DRIVE TRAIN

Transmission	5-speed
Clutch type	5-disc motocross
Primary drive	gear

CHASSIS

Chassis type	single downtube
Overall length, in.	82.5
Handlebar width, in.	34.5
Shocks	girling
Ground clearance, in.	8.75
Wheelbase, in.	55
Weight, lbs. (as tested)	215
Tires, front	3.00 x 21
rear	4.00 x 18

Max. Pts.	NUMERICAL EVALUATION	
10	Power	10
10	Powerband	10
10	Acceleration	10
10	Transmission	
	(5) Ratios	5
	(5) Operation	5
10	Suspension	
	(5) Front	5
	(5) Rear	4
10	Brakes	
	(5) Front	5
	(5) Rear	5
10	General Handling	8
30	Miscellaneous	
	(5) Starting	4
	(5) Rider comfort	5
	(5) Quality of craftsmanship	5
	(5) Riding maneuverability	4
	(5) Tires	5
	(5) Noise level	3
100 pts.	Overall Rating	93 pts.