



RACE

HUSQV 250

Demandin

□ More than any other motocross bike on the market, Husqvarna has a personality all its own. To be a Husky rider is akin to voting for the Libertarian party, belonging to a polka club or refusing to drink, smoke dope or watch X-rated movies in Vegas. Husqvarna riders know they are different, but they also know they are right.

The 1980 Husqvarna 250 CR is for the kind of person who listens to the beat of a different drummer. The package has been changed from last year, but the intent remains the same. There are no frills or fancies on the machine. It is a piece of serious racing equipment, and you know this from the time you open the comprehensive racing manual that comes with it until you climb off it after a moto.

WHAT'S UP, BENGT?

Cosmetically, the Husqvarna has undergone a visual improvement program. The rear frame loop has been eliminated and a new rear fender makes the bike *look* several horsepower faster. A new low-profile seat was added, almost out of necessity, because of the increase in rear wheel travel to a whopping 12.4 inches. There is a new aluminum silencer that along with the missing rear frame loop, results in a four-pound diet for the 1980 CR.

Husqvarna's 250s have always been down on power. This is a fact that Husky privateers have lived with, but this year the Swedish breed cast in all-new transfer ports and more ponies. The bigger transfers required moving the cylinder studs, which negates the possibility of using this cylinder on older Hooskas. The pipe has been modified by the addition of a two-inch extension to the center cone. In addition, the head pipe has been tapered for better throttle response off the bottom. The Motoplat CDI remains the same, but is supplemented with a lighting coil, which has nothing to do with motocross.

TEST

HUSQVARNA 250 CR

taskmaster

The tranny received a lot of attention in 1980 with four dog gears instead of last year's five dogs. The dog interlock slots have been increased in length to improve gear changing. On the other end of the transmission, the countershaft has been beefed up by 40 percent.

The suspension was changed on the rear end by increasing the length of the swingarm by 1 1/4 inches, and re-valving the first-class Ohlins reservoir shocks. The 35mm front forks remain unchanged in travel (11.8 inches), although the overlap on the sliders has been increased. Husqvarna manages to keep its traditional character, by thoughtful modifications to a proven package. The gas tank is the standard Husqvarna aluminum shape, but in fact is larger this year. The increase in ponies brought about a need for more go-juice (2.1 gallons). The Trelleborg rear tire is a narrower 4.50x17-inch model. Last year the Husqvarna used a big 5.10x17 rear sneaker that knocked a few revs off, and didn't increase traction enough to offset the weight gain. First and foremost, the Husky is a quality piece of equipment.

SLICE AND CARVE

Our Husqvarna ran 32:1 Torco, which is what Husqvarna recommends, and never missed a beat. Although the kickstarter is awkward and ill-positioned, the 250 CR fired on the first kick more often than any other Husqvarna we have ever tested. The switch from Bing to the 38mm Mikuni is largely responsible for this.

Tossing a leg over the saddle is difficult. The Husqvarna is tall, at least two inches too tall for human consumption. Once you make the 38 1/2-inch leap, the *cushy* suspension takes over. Although the Husqvarna isn't a light 250, it is well-balanced, and the bulk seems to float in between the soft suspenders. Pull in the Magura dog-leg clutch lever, snick it down into first



HUSQVARNA 250 CR

and wick the throttle slowly. It begins to move with a healthy rush that continues to climb steadily. It has all the right power characteristics, and Husqvarna used the new ponies gleaned out of the pipe and transfer ports throughout the range. The stock carburetion has a flat spot in the middle, which can be quickly jetted out, but takes away its advantage if it isn't. The motor is smooth and flexible. Second gear is a quick blast, and then comes third! Third gear is where the 250 CR shines on a motocross track. There is enough torque to pull third out of a slow corner, and more than enough horses to pull it up onto the pipe quickly.

The sticky wicket is that third gear is the cog that the Husqvarna misses the most. It doesn't like to be nudged into third with the power on. Backing off the throttle on

the start to make third gear takes the edge off of the good jump out of the gate. To guarantee good starts, we clutched third gear on the starting hill. Around the rest of the track conscientious shifting can provide 99-percent assurance. The lever throw is very long, and results in the shift lever being less adjustable than your standard J-model motocrosser.

IT HANDLES, SVEN!

There is not a better-handling motocrosser made for rough, whooped-out straights. The Husqvarna 250 CR is flawless through the rough, in a straight line, but that beauty releases a beast in the corners.

The Husqvarna 250 CR is 60 inches long and has 5.98 inches of trail. A wheelbase and trail of those dimensions is perfect for

stability, but the absolute worst for turning a sharp corner. The 35mm front forks don't work well in sharp corners either because of excessive flex. The result is that the Husqvarna corners like no other bike on the track. The front wheel, long wheelbase and tall seat height make blasting into a corner, snapping it around the inside line, and roosting out a touchy affair.

But the Husqvarna does corner, and it does work, thanks to rider ingenuity and its inherent stability. A smart rider can figure the Husky out in short order, and adjust his style accordingly. To ride a Husqvarna through a twisty section, the rider must sit well forward, and carry a higher speed into the turn. By utilizing a higher entry speed, the Husky can be laid over and carved through the turn. Hard, slick corners might require using a wider



Thanks to a new cylinder, there is more power than ever. Thanks to an inch longer swingarm, the Husqvarna is the longest bike ever.

approach, while a tacky turn can be attacked on the standard hot line. The speed coming into the corner is used to lay the bike down, actually press the inside handlebar toward the ground, while staying in as high a gear as possible. Cornering becomes both smoother and, in most cases, faster than the blast-in, shut-off, crank-it and rocket-out approach. If you use that blitzkrieg attack plan with the Husky it will dodge around, try to stand up and generally become a handful.

The 35mm front forks flex. Husqvarna is one of the last manufacturers clinging to the small tubes; everyone else has gone to 38mm legs. The flex is really noticeable in bending power arcs. The bars turn, the forks turn and then the wheel turns. The Husky loves berms. The long wheelbase flows in smoothly and makes the bike glide

through with ease.

The handling of the Husqvarna rewards smoothness, in fact it demands it. Each time a test rider went out to race with the idea of burying the competition with aggressive riding, his lap times dropped. High revving, ricochet bermshots and banzai charges don't pay off. Making the Husqvarna motivate requires a cruising attitude. If a rider gets into the flow, constantly shifts up and tries to glide through the turns, the superior straight-line suspension, true-track handling and broad powerband will make him a winner.

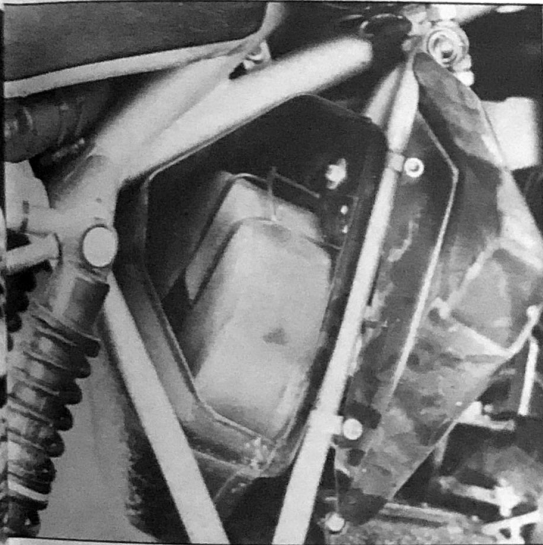
PROS AND CONS

The front and rear brakes are *adequate*, although we used up all of the adjuster on the front brake, and had to replace the cable in two races. The rear brake

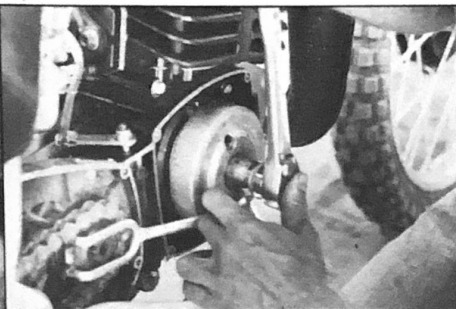
is OK. Nothing more.

The tires and rims are good. The Trelleborg tires are tops in soft terrain, and although they work in hard adobe they wear very quickly. The Norwegian rims are excellent, although the gold paint is not the hot setup. It scratches easily. The rims have a very deep drop center which eases tire changing, and with a 17-inch, low-profile 4.50 that is good. It is also handy because our 17-inch rear wheel came with an 18-inch tube that was pinched on the rim lock the first day, patched, and pinched the second day. A 17-inch tube now resides right at home.

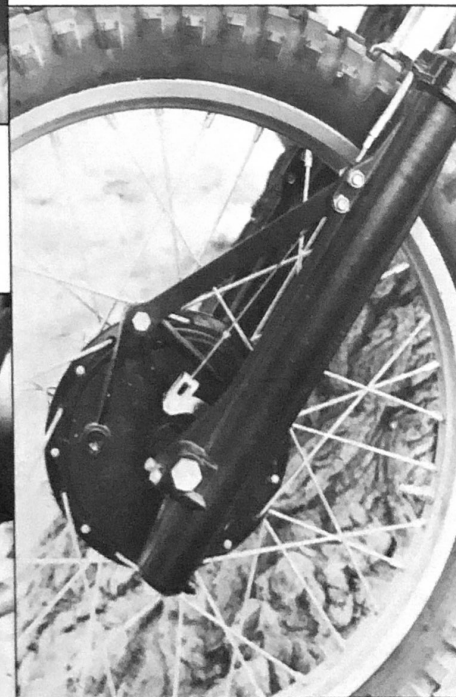
The clutch went completely out of adjustment during the first day, and we had to consult the owner's manual to adjust it. Since then it was *no problem!* Husqvarna provides a tool kit with each bike that has



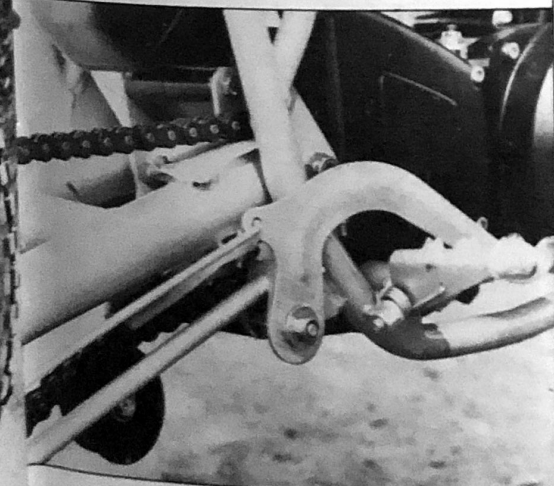
The trickiest air box in the trade can be opened, emptied, cleaned and refilled in half the time of any other air cleaner. But it doesn't have a hole in the bottom of it to drain water out.



Make this flywheel-tightening ritual a weekly habit or live in grief.



The front end goes up and down as well as any forks made, but excessive fork flex, leaking fork seals and wimpy triple clamps make their overall performance less than first-rate.



The brake pedal is bogus. It is flimsy when new and a rattletrap when the bushing wears out.



With a Gunjar Gasser, Magura, Trelleborgs and Ohlins stock, the aftermarket companies will go broke.

HUSQVARNA 250 CR

most of the special items that you'll need. The first tool you'll need is a flywheel holder, because the nut on the flywheel must be retorqued after the first ride, and then checked every race. This is no joke. It is maintenance that must be pulled. Husky also provides additional counter-shaft sprockets (free), which allows gearing for specific conditions. Bravo!

The air box is trick. It can be opened and the filter removed in less than ten seconds. But the air box does not have a

hole in the bottom of it, so on rainy days or at the carwash it will fill up with water. Get out the old Craftsman. The left side panel melted in half by the pipe. The number plates are a light green that doesn't look good with black or white numbers on it. Your dealer should be able to provide you with colored discs to stick on. He should also recommend that you get the clear plastic Husky Products tank protectors (\$6.50).

The kickstarter eats into the magnesium

engine cases. The wearing-away process provides additional latching to keep the kickstarter tucked in, but it is cheesy to have it gnawing away at the motor. The little rubber cover on the shift lever gets slippery when wet, and so do the footpegs.

The chain is a 520 DID, and is guided by a new set of chain rollers, that replaced last year's block pads. The left-side fork seal blew out at the second race. This is a Husqvarna tradition. Your Husky dealer can tell you what Honda fork seals will fit.

The bike comes with a Gunnar Gasser side-pull throttle, new bend bars, and quality cables. Husqvarna has the best sidestand on the market. It tucks up under the left swingarm. It shouldn't be there at all, but it is the best one. Sidestands are

A few insights into Bob Hannah's insides.

Bob Hannah knows a winner works from the inside out. All of the practicing in the world is useless unless your body is in good health. That's where we come into the picture. Holeshot vitamins and nutritional supplements work on the inside while you work on the outside.

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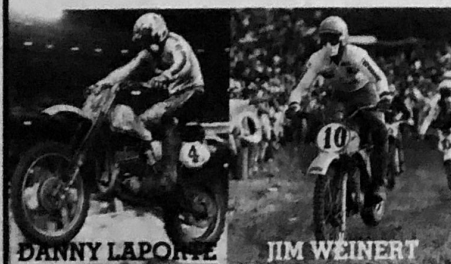


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Boone and on and on. These champions know that good health starts with good nutrition, and good nutrition starts with Holeshot. Now you know, too.

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HOLESHOT products are a line of natural food supplements and megavitamins specially formulated for motocross participants. A one-month supply of SUPER PRO I & SUPER PRO II is now available for only \$19.95, plus \$1.50 for postage and handling.

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The side panel melts almost completely in half. The solution is to remove it, or pop-rivet an aluminum plate inside the cover.

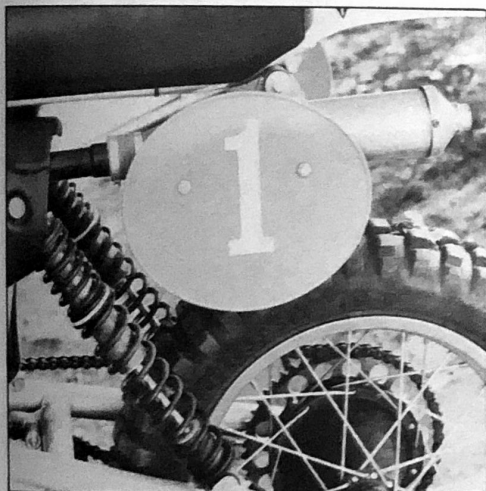
dangerous in racing, and should always be removed.

A new type of seal is used in between the silencer and pipe. The old seal used to leak and drool. The new one doesn't. The countershaft seal did drool, though, to make up for it.

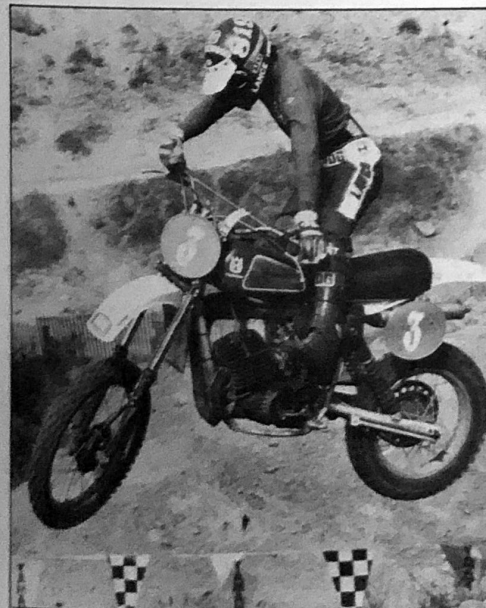
HUSKY IS NO DOG

The Husqvarna 250 CR is a close-ratio, 245cc, reed-valved, six-speed designed for motocross. It is both a demanding and forgiving machine. It demands that you ride it the way it was designed to be ridden, while the stability and suspension forgive your trespasses.

There are definitely more-powerful 250s on the track and better-handling bikes on the market, but there is only one Husqvarna. It is the kind of bike that rewards excellence by demanding it. □



The aluminum silencer and new rear sub-section save four pounds. The light green number plates cracked in a crash.



There isn't a better bike in the rough bumps or fast straights, but it pays the penalty in the turns.

PIPE DREAM

THE ASCH PIPE



The Asch pipe fits on perfectly and makes the Husky a fast motorcycle!



The greater volume and two-stage rear cone can be seen on the Asch pipe (left). The stock pipe doesn't do the job like the Asch model.

□ The single biggest improvement you can make to your Husqvarna is an Asch pipe. The stock Husqvarna pipe has been modified at the factory for 1980 with the addition of two inches welded into the center cone, but it isn't enough. The Husqvarna runs strong and smooth, but it isn't blazing fast. The Asch pipe adds horses throughout the range, and it does it with style. This year Husky added a tapered head pipe, but the taper is miniscule. The Asch pipe has an excellent stamped and tapered head pipe, it has more volume, a double-stage rear cone, and is lighter than the stocker.

Riding the Asch-piped 250 CR Husqvarna is like riding a ported and polished model. The Husky pipe was really holding the CR back. The Asch pipe is used by most of the hot Husky guys in California, and by more than a few National privateers. Before you spend any money on fancy Husky hop-ups, try an Asch pipe. It works.

Asch pipes are available for 1979-80 Husqvarna 125 CRs, 1978 through 1980 250 CRs and all 390s. The 125 pipe retails for \$85, while the 250 and 390 CR pipes retail for \$110. Since Asch pipes are only made for Huskys, you gotta know they are fanatics. See your local dealer or put the money in a brown paper bag and ship it to Asch Pipes, 1737 Mimosa Place, Fullerton, California 92635. □

HUSQVARNA 250 CR SPECIFICATIONS

TRANSMISSION:

Type Six-speed
 Primary Ratio 2.41
 Drive Chain 520 DID

SUSPENSION:

Front Husqvarna 35mm, air/spring, 11.8 inches
 Rear Ohlins gas-charged, reservoir dual spring, 12.4 inches

DIMENSIONS:

Wheelbase 60 inches
 Ground Clearance 13.4 inches
 Seat Height 38.5 inches
 Dry Weight 224 pounds

MAKE Husqvarna
 MODEL 250 CR
 COUNTRY Sweden
 RETAIL PRICE \$2000 plus

ENGINE:

Type Single, two-stroke, reed-valve
 Bore and Stroke 69.50 x 64.50mm
 Displacement 245cc
 Compression Ratio 13.5:1
 Carburetion 38mm Mikuni
 Ignition Motoplatt CDI
 Lubrication Pre-mix, 32:1
 Air Filter Oiled foam