

WHEN HUSQVARNA FADED IN CAGIVA

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"QUANDO HUSQVARNA SI DISSOLSE IN CAGIVA"

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In the mid-1980s, The Swedish "Husqvarna Motorcyklar" in Odeshog was sailing in a bad way. The company was been a branch of the historic "Husqvarna Vapenfabriks Atiebolag" ("arms factory"), a multi-product mechanical company, which had invested in the motorcycle sector. In 1978 it was taken over by the Multinational Electrolux, with a financial relaunch.

However, the off-road motorcycle market had become really competitive, aggressive, both in Europe and in the USA. The excellent Japanese first of all, then a multitude of new smaller Producers, with not so high quality bikes, almost "throwaway", but less expensive for sure.

Electrolux then decided to convert the plant to produce chainsaws. They planned to close and bring projects and bikes models of "Husqvarna Motorcyklar AB" (briefly, "Husqvarna MC") on files and in the Company museum. There was however the opportunity to make a good deal by selling the prestigious "Brand", that is the know-how and also the sales network behind the prestigious "H - Bikes" (Author's note; the logo has seventeenth-century origins and represents a rifle sight; still now in use for other Electrolux industrial products. The subject of industrial brands is complex: in this case of motorcycles the Husqvarna logo has been granted on a "loan for use", and still it is; if it is no longer used, it comes back by right to the Swedish Company).

At the end of 1985, there was a queue of referenced companies, which could have been interested in a negotiation... but at the first rumors, the Italians snapped like

lightning, with every means of persuasion possible.

The Cagiva of the Castiglioni Family had a good industrial curriculum and had expanded into the motorbikes business in 1978, acquiring the AMF-HD-Aermacchi. Then in a big way, it had taken over the whole Ducati Meccanica factory in 1985.

Many insistences and some political agreements helped Cagiva to take the Swedish company as well: one of the main reasoning was that the Italian "Zanussi Elettrodomestici" (household appliances) had gone to Electrolux a couple of years before, so the Swedish Husqvarna MC should have belong to Cagiva in return.

The agreements between Electrolux and Cagiva were closed at the end of March 1986. It was an industrial operation, with complications and implications, that now don't ring a bell to who is keen of bikes and engines.

It is important to emphasize instead, that the AMF-HD and Ducati businesses have been a "company acquisition", of overall assets (factory, workers, warehouses, ...).

Instead, that of Husqvarna was simply a withdrawal of brand and engineering of its bikes, the recent generation ones (as we'll see, the "White Huskys" and the model "510"), to be replanted from scratch in Italy. However, acquiring know-how is not easy at all. It isn't enough emptying the technical offices of drawings, laboratory reports and production procedures. The knowledge of the product must be made directly at the factory alongside the staff.

Then, faced with a giant like the Electrolux

Multinational, it was a must to respect industrial management rules and schedules. In practice, it took three years.



The White Husqvarnas distinguish themselves from the previous ones for a revisitation of the frame and a wide restyling, in a special way upgrading the old frames, version "M" (it is the first code, punched on the frame), and the "N" ones of 81-82 biennium. These ones had become soon inadequate in competitions, for strength and performances.

Husqvarna MC used to deploy its products in the Catalogues calling them by simple and short alphanumeric nicknames, so standing out, let me say, for missing of commercial seduction. Other Competitors brands, Italian and Spanish in particular, winkled with the charm of myths, far places, divinities, giving a dream to the customer of riding a steed or a hippogriff.

Looking at the model lists, we see that the proposed displacements had been selected for the everyone's needs of all, amateurs and champions: 125, 250 and 500 cc, as per mathematical rule, with two exceptions: the 240 size for the "under 250" category as used in Europe and the 175 cc one of the former tradition, that's for class "under 200", called the "Japanese", which will be suppressed in 1984. The sizing 400/430 then, obtained as results of tuning down and adapting of the "queen", the 500 cc.

Beside to the range of displacements there was the standardization instead, of the engine case and of the frame, which were always the same in the years we are dealing with, on all motorcycles, subject to small variations that specified them between cross and enduro. This wide planning allowed Husqvarna MC to ensure an annual production of 10,000 bikes.

Together with the displacement, the Swedish Company specified each model bike with a two-letter acronym, year after year: WR = enduro; CR = motocross; XC = crosscountry; TE = Takt4 Enduro; TC = Takt4 Cross; TX = Takt4 Cross Country; AE = enduro automatic gearbox. Wherever it appears, the letter "X" leads to the "United States", that's it marks a specific product for US market.

Ultimately then the models were looking like almost clones. An unconvincing assortment,

1983 Lineup.
The White Huskys.

THE "WHITE HUSQVARNA". THE "510".

Let's go back over the history of the Swedish product, during the 1980s. The investigation here starts in 1983, with what are used to be called as "White Huskys" that is the bikes that came out of Odeshog with white livery and blue/yellow decorations, so to stand out from the many "reds" of the Competitors and in compliance with the Swedish flag.

This colour, both simple and original, was a commercial, epochal and undoubtedly bold decision, because it gave a cut to the ten-year history of silver frames and coloured tanks. In the R&D department, so it is told, a guy leaved the fantasy go and whitened a Husky, to take it to the lobby of the meeting room. After a management summit, the bike had the ok. In the US, the sample then was presented at the dealers' meeting, getting broad consensus.

These machines belong to so-called "pre-modern" and "modern" motorcycles, which means old technologies, still valid anyway for today's off-road rides.

even though made with high quality and very robust bikes, since to stay on the market and keep other manufacturers at bay.

About suspensions, we regret to discover the totalitarian being of this firm. The forks had been for decades only the self-produced "Husqvarna", that never kept up. On the back there were the twins shock absorbers with the variable pitch spring, therefore progressive, patented as "Husqvarna-Ohlins ITC" (*Immediate Track Control*). According to the riders opinion the ITCs were excellent for the enduro, they were able to secure traction in every sort of slopes, dexterity in bending: great difficulty went on in 1985 to tune the new monoshock system to the same sensitivity.

Alongside the two-strokes line production, there was a special bike in the experimental room, the result of a creative approach of some technicians: the "510", a four-stroke machine. Free hand and small budget, to find out a bike capable to engage with the Japanese beasts. Two-stroke's case, standard frame, two side exhausts. Below, an half-liter four-valve power pack, no countershaft and without oil pump too. Simple and clever, at top of the power, he stunned everyone and clogged the brain of conservative and loyalist's engineers, for the following years.

The 510 debuted in the races in July 1982 and went in production just in autumn, but this vehicle, with that distinctive snarling, still was experiencing its experimentation season. Difficulties in starting up, it was a vibrating and tiring machine, firing ignitions, burning oil, overheating and collapsing in performances, seizing valves. In short, a temper boy with youth problems, when instead the "Two Strokes" sisters boasted of long battle curricula (the Championship races, and most of all the "decimations" at the hardest "Six Days").



MOTO Verte - 7/82

Un Husqvarna à soupapes ?

Le 4 temps chez Husky, ça fait des années qu'on en parle, il paraît qu'il existe, qu'il n'est pas exploité parce qu'il n'y a pas de créneau commercial, parce qu'on a d'autres priorités à respecter, etc. En France, on avait vu quelques tentatives privées ou semi-privées (par exemple la « Suz Husky » de Ph. Cornut) d'adaptation de moteur 4 temps japonais sur la partie-cycle suédoise. Essais concluants mais... sans

lendemain.

On vient d'apprendre qu'au sein du team Husky de l'enduro européen 82, figureront Thomas Gustavsson, champion de Suède d'enduro. Il courra dans la catégorie « plus de 500 cm³ », avec une partie-cycle de 430 automatique, et un moteur 4 temps. Serait-ce enfin le Husky à soupape ? Ou bien encore une fois prendra-t-on un moteur japonais, autrichien (Rotax), italien ? Mystère complet.



1983 HUSKY FOUR-STROKE?

The ever alert cameras at DB captured this Husky four-stroke, recently being tested by the Swedish firm. Travel appears to be just under 12 inches front and rear, the front brake is a dual leading shoe item, and the rear shock layout is much more radical than what Husky's running now. We couldn't squeeze a word out of Husky on the bike, what the motor was like, or how it worked. We'll see.

□ □ □

8 DIRT BIKE/AUGUST 1982

Above. Some sneak peeks by world press at Gustavsson's machine "510-2". Jul - Aug 1982.

On the left. Odeshog, 1982. The 510 prototype with experimental engine is taking his first steps. (HVA Museum)



CATALOGUE 1983. ALL NEW UNDER THE WHITE DRESS.

The 1983 Catalogue, which matches to "company turnover 1983" and "design & production during 1982", was deployed on 16 articles.

In today's eyes, motorbikes were appearing as "classics" since the late 1970s, with engines very similar to those of the previous two years, but with more effective frames (the "O" type), in particular with a steering angle reduced from 29 to 28.5°. It was the ongoing problem of the Husqvarna frames, fairly long and made for the northern soft terrains: the more the suspensions lifted up and the travel grew up, the more the wheelbase increased and the bike became difficult to bend.

There were still drum brakes, air cooling, double rear shock absorbers, soft foam seat (it was still black, then blue and the yellow as well) and metal tank.

The 510 was world unto itself, developed in the two 490 cc cross and 503 cc enduro models, just only after some months of races with Gustavsson.

The frame serial numbers were setup, starting from "00001" and all the numbers rows were preceded by a "type code": CO cross, WO enduro, XO cross-country.

The following is valid from now on: in the "serial number", in the Husqvarna tradition,

Lineup 84-85.
The prestigious 400WR
Liquid Cooled.



the order of the thousands, 1000, 2000 etc. splits, for a flat rate, the various models for groups, of which ones 200/400/800 or more units were built. The last numerals remained available, which were the actual progressive numbering of the machine.

This code, conceived by the Company's offices, contained all the information necessary for the identification of the motorcycle, especially for spare parts. Then, for to legality on the road, it was valid only in Sweden; for the foreign States there were the prescriptions established by the Public Registers, the DMVs of the importing Countries.

In the case of the European business area, in those days it was the EEC, to which Sweden never has belong. The import Agency of Husqvarna bikes within the EEC was the French SIMA: it certified the conformity of the individual bikes before shipment, basing on a "Type Test", kept in Dijon. SIMA used to apply the notorious black and aluminum tag, which shows the identification information of the vehicle.

CATALOGUE 1984. THE LIQUID COOLING.

In the 1984 Catalogue (1983 for design & production) the liquid-cooled models appear: the three 125s and the 250CR only. Finally, the plastic tanks, that the Competition already had for two years. Front disc brake is still missing and the rear monoshock system is still in gestation.

In water-cooled models, the exhaust porting system was redesigned and the expansion elbow repositioned, consequently the front tube "big bone" of the frame, characteristic of three decades of Husky history, was cut and replaced by a pair.

In the commercial offer we see novelties such as the 500WR and especially the 400WR, water cooled, both derived from the stronger sister 500CR. In fact, it must be said that at the time the torque tuning for enduro use was obtained by tempering the large displacements.

The words with which the Spare Parts Catalogue explain the 400WR are

demonstrative: "A 400WR is the same as a 500WR when it comes to the chassis. Crank cases are the same on a 500WR. Transmission cover with the pump is the same as on a 250CR. Magneto is the same as on 500WR".

Everything looks again according to product standardization... so easy! Irony aside, the 400WR was a really well inspired bike and is still judged as one of the best bike by Husqvarna MC, in these years under review. She was appreciated for its authoritative and its balancing among mass, drivability and engine performance. Tested as a prototype at the 1983 "Six Days" in Wales, then upgraded in 1984 (bike now exhibited at the Husqvarna Museum) this model opened a segment where Husqvarna was unbeatable: the "Open Class" big enduros.

Finally, the 500AE. The automatic gearbox enduro bike, that was on a time out in 1983, but really so characteristic of the Swedish brand (and niche i.e. for the Swedish Army, *Project MC258*), returned to the list with the biggest displacement.

As for the coding of the frames, the numbering continues with the rules of 1983, still frames CO/WO/XO, this year starting from "11000".

CATALOGUE 1985. LIGHTNESS AND TECHNOLOGY. THE MODERN HUSKYS.

The range offered in 1985 (1984 production) is the same as in the previous Catalogue. The rear monoshock is available and used only in the official racing bikes (510 included), but the suppliers network and warehouse stocks force the Company to launch a first half-year of bikes still with the "O" frames, with twins absorbers, until stocks are depleted (frames, swingarms, suspensions and other).

In the meantime the supplies of the new components are coming: the "pro-lever" with monoshock Ohlins "piggyback" (obviously a Swedish one) and the new frames, type "P", with supporting tubular bow and with new steering angle reduced to 27°, which will remain valid for almost 15 years (and in

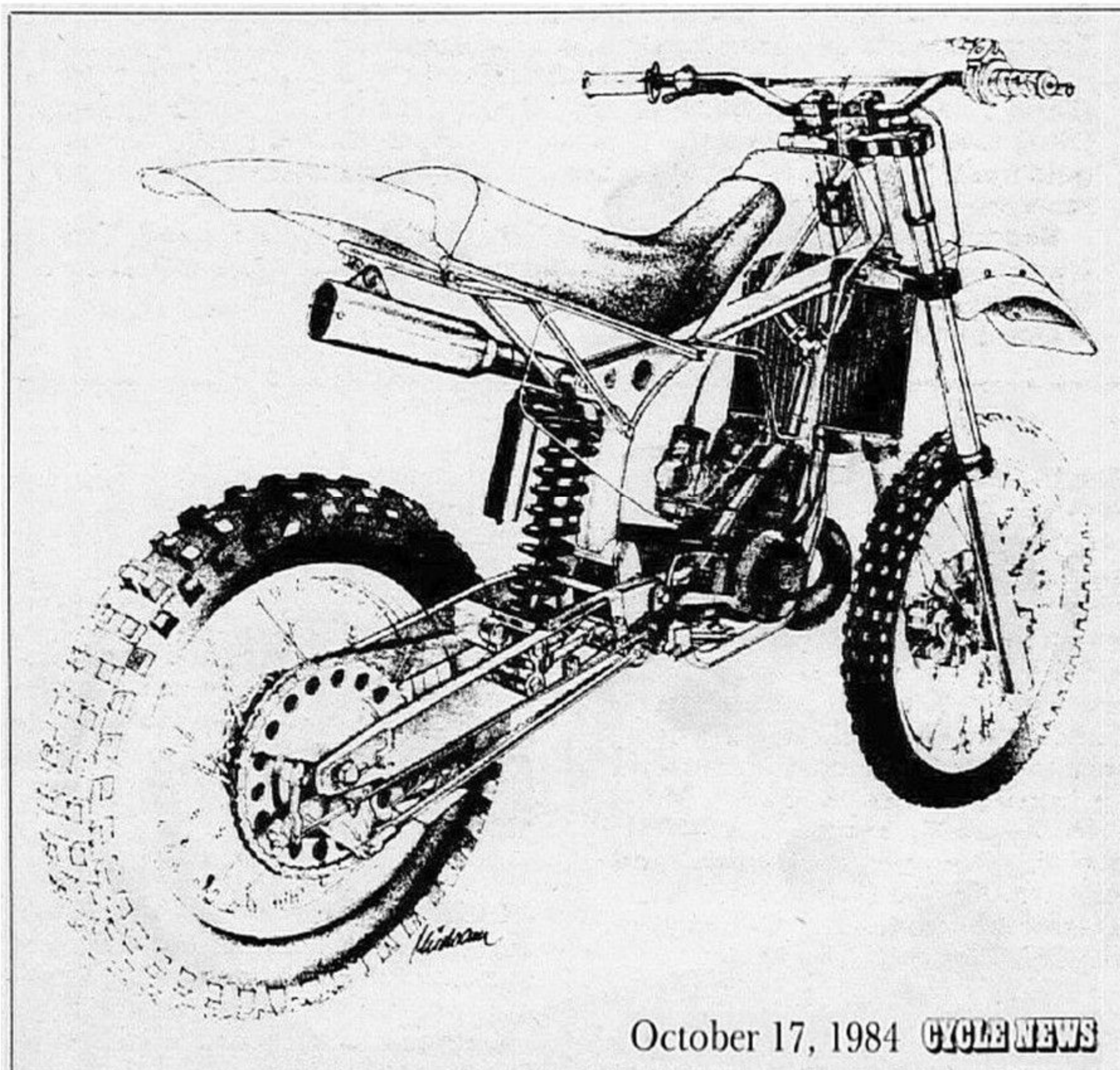
some ways, until the "630" of 2010). Finally, even new "blue - total white" colors for the looking: long seat, tank, side panels, lateral filter box, swingarm and many aluminum parts, complete the all-new look of the Husky, until the end of 1986. Then, cooling liquid and the front disc brake, floating, of Grimeca: Swedish Husqvarna bikes will remain so until the end of their history.

The new design at first affected all the CR models, later the enduro models, sold as "WRX" in the USA, that in the spare parts manual are called "WRB".

Please note that for motorbikes, as in all kind of industrial products, there is no precise date or a time limit between an update and the following one as for Husqvarna MC during 1985 (and in 1988 and 1989, as you'll see later).

The novelties come gradually in the window

See-through drawing of the 1985 WRX, on the new monoshock system. Lineup 85-86. (R. Dengler)



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shops, as "end of series" version (leftovers, post-Catalogue) or vice versa as "new proposal" (pre-Catalogue).

The 510 models and 500AE continue to have instead their two standard shock absorbers, without modifications. The 510

was hold still to the "concept bike" of 1982/83. They were following the racing model test, that had technology at least three years ahead – as a stubbornness and personal pride of Gustavsson – to confirm many interesting results; in this way the group of engineers (which would one day set up the Husaberg) kept going on without wasting its bullets. Then the AE one: it was sacrosanct project, beloved by the Americans, and above all it was a long-standing project, as a machine for the Swedish Army (with 250cc displacement, out of Catalogues).

The coding of frames undergoes both a termination and variation in this year. The numbering of frames WO and XO continues, the COs are missing, starting from 19000. Then, the new CP, WP, XP frames follow, starting from "01000", grouped in batches, as above explained. In the USA, the steering tubes are punched with the text "HUSQVARNA 1".

CATALOGUE 1986. WHITE FLAG IS WAVING.

In the 1986 Catalogue (1985 production) there are no major technical updating, except for the making of the new displacement of 430 cc. This new power pack was an excellent compromise, to push both cross and enduro bikes: it was mounted on the AE, with a new three-speed gearbox, on the 430CR, then on the "435" (a nickname for the new bike project: the "430" of 1985, other than the "430" of 1983). This bike is based on the 430CR, doesn't exist in the spare parts list and it is the anticipation of the 430WR the coming year. The new stickers "cross-country", "enduro", "motocross" appear on the swingarms, but the husqvarnist people will keep using the old alphabetic acronyms.

Frame coding starts from CP/WP/XP with 08000 numbers, grouped and matching by models.

The 1986 commercial offer had as many as 17 models. It was the "swan-song", let we say. Despite some admirable commercials, such as the proposal of "gadgets" and

customizing kits (odometers, protections, bumpers, high-lights, suspensions upgrading), the commercial difficulties in place since 1985 convinced the company to surrender.

The 1986 Catalogue lineup is the last real product "Made in Sweden", let we say so, because on 1 April 1986 the agreement with Cagiva Group was signed up.

CATALOGUE 1987. THE ITALIAN HAND. THE GOOD LOOKING.

In mid-1986, Cagiva Group and Electrolux began to work alongside each other, through a "Joint Venture" with the aim to use the Brand, first of all, then for a corporate transferring process. In this project the two Protagonists participate with two Companies, one to each one: the Swedish one "Husqvarna Motorcyklar AB" of Odeshog and the Italian one "Husqvarna Motorcycles Spa", based in Varese and just then founded, that is for the moment only a empty box. These two companies would have work side by side, leaded by the Joint Venture agreements and would have become a single company, under Italian management. With this business operation it would have be possible to trade the exchange, that is that Electrolux would hand over the activities of Husqvarna MC to the Cagiva Group.

The first year of 1987 turnover for the Joint Venture comes from the sales network merging: Husqvarna dealers, on the one hand, and Cagiva and Ducati dealers on the other, are showing same product list. The goal is to satisfy a wide range of motorcycling fans: Motocross, Enduro, Street, Road Racing, Dual Purpose and the competition too. Bound by this agreement, dealers were required to sell these three specific Brands. This became a "Total Business" and the Joint Venture's sales network had become widespread and worldwide.

In the case that interests us, that's in the dirtbikes sector, the Italians had planned, hoping all the business was running

smoothly right, to found a new two-stroke bikes line under the "H – Motorbikes" brand, using as a starting machine for the R&D the Cagiva models WMX 125, 250, 500, glancing at the Swedish counterparts. Then mostly to go catching and upgrading the 510, of which nothing was known. Finally, as a consequence go turning off the Brand of "Cagiva" from enduro and cross.

The commercial agreements immediately established the cutting of the Husqvarna 125CR and XC, keeping only the WR model until exhaustion, therefore including in its place the "125 WRK" as option "b" in the Catalogue.

This one was the first motorbike assembled by the Italian "Husqvarna Motorcycles Spa", in Varese. Basically, the Cagiva WMX "4N" model from 1986, was converted to enduro and called "Husqvarna 125WR-K". It had to be the first whim for sixteen-year-old endurists, according to Cagiva marketing. A rebadged bike without the guts, instead, kept on saying the wicked people, simply made by changing colour from red to white, graphics and stickers and with a new name that was the union of "WR" of Husqvarna and of "K", Cagiva's strong initial. A commercial wedding, available only in Europe for this current year.

The WRK series, which we talk later, are called "The Huskagivas" by collectors. They will become the motorbikes symbolic of the relocation of the Husqvarna brand in Italy.

As for the Swedish plant, everything

remains in the hands of the Electrolux. Given the common interest, the Italians participate in product restyling, in order to refresh the commercial appeal of the brand. The look is updated and well refined, with new coatings and new graphics (i.e. "double stripe" stickers blue-yellow): front and rear fenders, conveyors extended over the tank, airbox and black side panels. New dense foam seat. The updating concerned the whole Two Strokes line: the Huskys become dyed with black / blue now.

About the displacements, there is the extension of the 430 motorized models. Some modifications to the frame: new simpler rear links, with single rod. Enhanced front braking group, by Brembo.

With the updates of the 1987 Catalogue, Italian suppliers were benefit or at least the Cagiva Group's ones, according to the interests of the Italians and, for sure, the market law too.

An important innovation in the engine. The cylinders tended to corrosion and the casings were going to form refractory oxides with consequent poor heat dispersion: magnesium alloy castings are gave up and the aluminum ones are introduced.

About the 510 model. It was under the hands of the same bunch of technicians and Cagiva did not intrude. That was the bike the Italians had get eyes on and intended to set their future business on it. The one in the Catalogue had an outdated aesthetic, but it was equipped with water cooling,

WRK 125 1987, brochure, for USA in 1988. WRK 1988, restored, Europe lineup 88-89 for "Huskagivas". (P. Bakx)



which anyway did not fixed the flaw of hot start problems, and indeed added serious ones due to corrosion.

The frame codes are still CP / WP / XP with progressive numbers starting from 20000, grouped in thousands according to models. The distinctive novelty of the 1987 Catalogue was a special coding of the frames, to harmonize and concile the import procedures, especially for the American market.

At the beginning of the year, the 17-character code or VIN (*Vehicle Identification Number*, here by side explained) was introduced, but in an "embryonic" form.

At the moment the acquisition process of Odeshog's Husqvarna MC was under a transition ownership between Sweden and Italy, so that in that year it was impossible or even wrong to define the VIN code in a standard format. A provisional code was then applied under waiver, which simply meant "*Husqvarna AB, Odeshog, Sweden*", joined to the traditional Swedish frame number. This code is "842251951H", punched on the frames (steering tube, left-hand side) in which H says "Year 1987". Leftovers from the 1986 Catalogue were also punched with this code.

CATALOGUE 1988. HUSQVARNA SPEAKS ITALIAN. THE LOOP GOES CLOSING.

During 1987, the Odeshog factory became a production subsidiary, Italian and Swedish. According to Joint Venture agreements, the Italians obtained the ownership of the product line (*Business Unit*) of the "Two Strokes"; therefore, these bikes were assembled in Sweden at Cagiva expenses and sold as Italian, virtually as built in Italy. Part of them, for European Market ones, were punched with a serial number inspired by the frames of Cagiva motorcycles (see, the "MOD"); the enduros then were legalized for street use, following the D.G.M. criteria in force in Italy, by assigning it a "DGM" Homologation Code. The coding of the frames is therefore in actual Italian style. The other part, the remaining ones of the same model bikes, assigned instead to Extra-European markets, were punched with the international VIN stated by the ISO. In it the letter "V" at the 11th character would indicate "Varese", but it must clearly be interpreted as a "detached factory". Regarding the share being up to Electrolux, on the other hand, remained the Business

The ISO code. The VIN.

It is an alphanumeric string of 17 characters that identifies each individual vehicle. Invented in the USA in the mid-1970s, then worldwide: the coding was introduced by I.S.O. (International Standard Organization) with the document "ISO Standard 3779" in 1980. The motorcycle's sector was subject to coding several years later. Reading from left to right, 4 blocks with:

- 3 characters, WMI (World Manufacturer Identifier). The first one identifies the country where the Company has its registered office and usually the production plant (Country Code: "Z" Italy). The two others are an acronym of the manufacturer brand (Company Code: "CG" Cagiva, "HU" Husqvarna).
- 5 characters, VDS (Vehicle Descriptor Section). Nickname of the model, as wanted by the Manufacturer. Identifies the vehicle basing on its distinctive and peculiar features (variants, engine, style, etc.).
- 1 character, CD (Check Digit). This is a number. It is a result of a coded calculation rule that crosses among the other characters of the whole VIN. The CD warrants against errors or falsifications. In the example below the calculation leads to the value = "3".
- 8 characters, VIS (Vehicle Identifier Section). It

identifies the specific machine. The first position is the year of construction (alphanumeric code tabulated, closing the loop every 30 years, since 1980). The second position is for a letter, indicating the place of the assembly plant (e.g. V = Varese). The last six are the frame progressive numbers, of which the first three ones can be as well alphanumeric.

For example: the VIN <ZHU-TE610-3-SV005697> matches with the Italian one <HUSQVARNA DGM53027OM 8AE *005697*>.

The DGM code.

This is the legal coding in force for Italy. It is not a chassis number neither a vehicle number.

The DGM code tells that a prototype or "Type" sample of that given vehicle has been examined by a technical commission, which assessed its performance and adequacy with the rules running, of the Highway Code. The assignment of the DGM takes place after at DMV examination of the technical file and tests on the chassis (brakes, steering, lights, horns, indicator arrows); plus other requirements (noise, fumes) in more recent years. It's so-called Type Approval. The Manufacturer is under obligation to produce vehicles identical to the Type Approved.

The typing "DGM12345OM", that's "*Direzione Generale Motorizzazione - Omologazione N°12345*",

allows road use (legal street). Without DGM, a vehicle cannot have a plate and is non-existent officially.

Introduced in 1961, as hammered. The Italian DGM was accepted throughout Europe, basing on the principles of harmonization among States, as ran from 1970 (Dir. 70/156/EEC and following). Around 1996, replaced by a label. Since 2003, replaced by the "European Code" (line "K", in the registration certificate, e.g. "OA.... EST..." for Italy).

The Serial Number: "MOD" Model Code & Frame Number.

In factories in Italy and everywhere, it is customary to give a "Seriality", punching a "Model code" with the "Frame number". The Model is a special company code, which recalls a specific design history of the machine, referring for example to type, version, engine size.

For Cagiva, for example: Alazzurra 650 "3M", Elefant 650 "1N"; Elefant 750/350 "6N"; Mito 125 "8P"; Elefant 750E "6B"; Elefant 900E "5B".

Next to the model code the factory adds the Frame Number, following a progressive order.

L. P.

Unit of the "510" and "AE" products, that were to be invoiced under a Swedish profit. That is, this line of products was Swedish property; the serial number chosen for these bikes was exclusively the ISO one, where



On the left. Steering tubes. MOD, serial number, DGM, VIN, importer and other information.

the "S" in the 11th character tells "Sweden". In short, the bikes came out of the Swedish plant as usual, but shared in two ownership. Of all of the produced bikes, the Cagiva Commerciale of Bologna had the market distribution rights.

The Cagiva Group had been organized since 1986 with a distribution company, Cagiva Commerciale Spa, in Bologna, which bought and resold the motorcycles of the Group Brands (Cagiva, Ducati, Husqvarna), invoicing them to the Dealers, in some cases appearing as a manufacturer company.

Obviously, the motorcycles went out directly from the warehouses of each of the production sites.

For the import / export service in Europe, the agreements with the French SIMA, which already possessed the Type Tests of each Swedish bike model, were still present. For the USA, the C.N.A. was established at the time: Cagiva North America, formerly Ducati headquarters, in Gardena, California. In the Catalogue of 1988 the bike models were mostly maintained, some of them to satisfy in particular the US market. The looking, construction details and each item of the bikes in the previous Catalogue

remained the same: the "Two Strokes" 1987 and 1988 are in fact indistinguishable.

Also technical updating, alas arrived for the Swedish Huskys as the last wish together with the death sentence: the "WP silver" upside-down forks for all cross models and for XCs. Also, an effective restyling for the 510, finally to align it to the whole lineup, and above all with the new engine power pack, made of aluminum alloy.

From a technical point of view, the bikes were as always well done and strictly "handcraft". But, in this year we find the famous "anomalies". Many cases of "hybrid" assembled motorcycles, normally models in enduro versions assembled on cross type frames, and others kind of bikes with mixed parts. Decisions taken from the top, with a view to run out the available stock spares as soon as possible.

Meanwhile, in the Italian factory of Schiranna, the Huskagivas range by "Husqvarna Motorcycles Spa" was increasing, As mentioned above, these motorcycles were the reworking of the Cagiva WMX, as produced in the previous



year. These bikes were tailored to enduro and with modifications to the flywheel and gearbox.

Capacities 125 and 250 cc, clearly planned in order to replace their Swedish counterparts. On the bikes intended for the European Catalogue, new elements and plastics was used (swingarm, black side panels, white / large conveyors, fenders, light mask), in close resemblance to the bikes made just now in Odeshog.

For the American customers only the 125 was proposed, with the racing looking of the original Cagiva WMX 1986, i.e. the typical

Manufacturing certificate. At the Company HVA Museum there are the scheduling of each bike built up. (K. Sonoshita)

small and black conveyors and the drop-shaped tank.

All Huskagivas are easily distinguishable from true Swedish Huskys. The codes punched on the frame are of the Italian type and in particular are over a welded metal plate ("*Italian dog-tag*"), as is used for all the bikes made in those years in Italy.

At the end of the year, on 2 December 1987 a symbolic ceremony was organized at Odeshog, of which there is in the Company archives a feature film, by journalists Jan Abrahamsson and Charles Eriksson, which tells about the assembly of a 510TE until its exit from the factory doors.

This motorcycle was taken as an emblem, the last Swedish machine (under Electrolux ownership, to be precise) and finally brought to the old Company Museum in the town of Huskvarna.

Then Electrolux invited the Company's protagonists and old acquaintances to a meeting, for a formal farewell.

The Swedish brand "H – gun-sight" (only for the production of motorcycles, we point out) went to Italians.

As can be deduced from the soul of film's shootings, the Model "510" was been the special observed one. Now the umbrella of the Electrolux is going be closed, the leading men of 510 and other loyalists, willy-nilly leave the Company.

The "Husqvarnas WRK", transitional motorcycles. History repeats itself.

The story of Husqvarna and the WRK "Huskagivas" here recounted recalls other "switchovers". A business scheme, seen there in Varese years before.

In 1960 it was Harley Davidson that made a "joint venture" with Aermacchi to take over the production of motorcycles. Then, the Aermacchi's "Zeffiro" was picked up to develop the American "Topper" scooter.

It was then the turn of Castiglioni family "CaGiVa" that acquired HD-Aermacchi in 1978, negotiating with AMF Harley Davidson, for the use of royalties and sales network. The beginning was the HD-SST125 bike's co-production agreement, then the 1980 full ownership.

Then, Ducati. On June 1, 1983 Ducati stopped producing motorcycles, it would only release engines (the famous "Desmo"), giving them to Cagiva, which would make the bikes. For the start-up the 1982 Ducati "Pantah TL" was used. Cagiva improved aesthetics (fairings, etc.), calling it "Alazzurra". In June 1984, Cagiva took over the engine production as well. The new whole ownership dated in 1985.

To purchase Morini brand they began in February 1987. The joint bike was the Morini "350 Dart", that was a Cagiva "Freccia", powered by V-engine Morini. Afterwards, Morini went on to produce only the custom "Excalibur", with stock surpluses, until switched off to be kept as a brand.

L.P.

**CATALOGUE 1989.
HUSQVARNA FADED IN CAGIVA.**

From December 1987 the Odeshog plant stayed as a productive supplier, on loan the Italians, but as established it was destined for closure. During the winter of 1987-88, it had continued to the bitter end, assembling models 510 and some batches of 400WR, 430CR and 430AE (let me call them here: "the Leftovers"). All these bikes were almost the same as the frame and plastics, allowing in that way to keep inventory and supplies to a minimum.

For the assemblers therefore, a few more weeks of work. Just a few more 510s, which were also registered as "Swedish 1988s". Then others again, those ones called "89-A", also called as "Italians 510", which in fact was punched on them the Italian type serial number: they were a production queue from the 1988 models and were even the same bike, except for the White Power "4058 Silver" forks. These last motorcycles were partly distributed directly from Sweden (having SIMA plates in the steering tube) and for their small remaining transferred at best in the crates to the warehouses in Italy, where they were put on sell with assorted parts as well.

The 510-89A officially ended with a total of 500 machines, including TE, TC and TX models. It never appeared on a list, but only as an option made by voice, or showcased by dealers, during 1988.

This Husky was the milestone of the "turning point", the last Swedish steeds. (See: MCDE Motocross d'Epoca, No. 1/2019, Luca Pellegrini: "*Husqvarna 510 1989B. What happened to the Italian with Swedish blood*" – Translation).

The "Pre-Catalogue 1989" (that's better: "Post-Catalogue 1988" or "Inventories Closing") was made by the Two Strokes "Leftovers" and by the 510-89A. With this turnover went ending the partnership between Cagiva Group and Electrolux and closing the employment obligations towards the Swedish workers.

During 1988, the Swedish factory produced parts and components, emptied the depots

from the last bikes, reorganized the spare parts warehouse excluding all the Pre-87 stuff, and went ending the relationship with the old suppliers. It was a delicate phase. The Swedish workers did not understand the harsh industrial logic that was leading the closure of the factory and, as it is said, did some kind of obstructionist actions on material sent to Italy.

Meanwhile the Italians had organized the Schiranna plant, to start the production of 510s. For a couple of months a Swedish employee came to solve some problems in starting the production lines.

So, while in Sweden they were closing, with the "Post-Catalogue 1988", in Italy meanwhile the 510-89B was going to begin, with components made to arrive almost all from Odeshog.

The real "Catalogue 1989", was intended only for Europe and Australia. It was really a mixed bag and came out in late spring of the year. The graphic: an ambiguous three stripes, as a "tricolore" (it's the Italian flag's nickname) waving ... with Swedish nuances. The "leftovers" are still available: the very impeccable 400WR, affiliated by stickers to the official fleet, the 430CR (excellent; it had pushed out the Cagiva WMX 500) and the 430AE finally as a residual, for lovers. Then the 510-B TC/TE, the first of the Huskys that



got the logo of Cagiva, "The Elephant": a pique sign, well printed in the engine. For the Two Strokes enduro there were on the list the WRKs 125/250/260.

In the motocross 125/250 cc the offer was absent, but warranted by the Cagiva WMXs, machines updated to perfection and with a rear disk brake, ready to become "Huskys" in next few months.

The Swedish plant was given back to owner Electrolux at the end of 1988. Administrative queues followed and the agreements with the Swedish Multinational Company ended the following year.

The historic Husqvarna warehouse was

Lineup 87-89. A 1988 430AE put up for auction. Some AEs fall prey to dealers, closed for years in the crates.

SISTA CHANSEN

att köpa en  Husqvarna till kraftigt reducerat pris.



400 WR -88 pris 27 700:--. 250 WR -88 pris 27 600:--. 125 WRK -88 pris 23 728:--. 125 WRK -87 pris 21 500:--.



435 AE -88 pris 27 700:--. 430 CR -88 pris 26 500:--.

Vet du att alla cross- och endurocyklar från Cagiva kommer från -90 års modeller att heta HUSQVARNA.

Catalogue 1989, "Leftovers". "Last chance. Buy a Husqvarna at significantly reduced price". Swedish commercial ad. (T. Duranti)

Vi har ett fåtal Cagiva crosscyklar kvar ex. 125 WMX -88 pris 23 500:--. 125 WMX -87 pris 21 500:-- 250 WMX -88, pris 26 900:--.

Ring vår cross- och enduroförsäljare Jimmy Nordbeck eller din närmaste lokalhandlare för närmare information om Husqvarna.

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sold at auction. Several TIR trucks descended from Sweden marching to Italy with production surpluses, spare parts under legal obligation (from 1987 onwards, so it had been agreed taken on to new Italian managers) and some industrial machinery.

In USA and Canada they must had to wait to distribute all new motorcycles. In fact, a sort of insurgency had taken place between long-time and traditionalist dealers, the die-hard fond of "Made in Sweden".

"The US dealer network went from around 350 to 50 almost overnight, as Cagiva demanded that Husky dealers take on Cagiva street bikes. We, along with most Husky dealers, were a dirt bike shop. And didn't want to sell no smoky and overpriced Italian streebikes! Cagiva lost their face on that deal." (Steve Beitler)

They took the news really hard: Gustavsson and the others of the 510 had left and above all Cagiva North America fired the characters of prominent of the old guard, as Nick Burleson, director in the US racing team.

Even the specialized press, except for "Cycle World", "Dirt Bike" and "Trail Rider Magazine", stood foursquare: boycott, no testing reports or reviews for Husqvarna, for years to come. The sales network went haywire and Cagiva had to work hard to completely rebuild it.

Only at the end of the year did the Italians

prepare a "US Catalogue 1989-90". It contained the WRKs Huskagivas given for Europe, with the addition of the two new 510-89B cross and enduro. The whole American lineup was called "WMX / WXE". The bikes had minimal changes from the European ones, in particular the rectangular lighthouse.

For the motocross the Cagiva WMX (blue frame, small / black conveyors) were picked up, by changing the sticker with its name: in that short way, they were that bikes ones of Cagiva instead... that really were fading in Husqvarna!

Two US dealers honestly tell today. About new engineering: *"Nothing was similar between the Swedish bikes and the bikes the Italians built. The Swedish bikes were easy to service, while the first Italian Huskys took three extra steps to service the same thing. Handling wise one was stable, forgiving and easy to ride, while the other was twitchy (shorter wheelbase, steeper steering head), those first 1989-90 Italian Husqvarnas just didn't feel comfortable like the Swedish bikes...from 1991 on though it was a different story, those Cagiva built Husqvarnas were sweet and I enjoyed them a lot more than the Swedish bikes and the Italians learned how to make things simple like access to the quick release seat to access the air box and the quick access clutch cover and quick release fasteners that held all the plastic... they even copied the Swedish swing arms in 1991 models which was a nice feature... you know the Italians actually learned now to make better Huskys than the Swedes and in doing so won more world championships than the Swedes."*

The Italians took the Swedish designed Husqvarna 4-stroke to places the Swedes didn't have the resources to take it. It was the Italians who were the first to win a 500cc world motocross championship against modern 2 strokes with Jackie Martens, changing motocross forever and leading to the Japanese to start building 4 stroke motocross bikes. Ampelio Macchi was the Cagiva engineer who, with his staff, made Italian Husqvarnas great and polished the Swedish designed 4-strokes." (Dale Freitas).

The Cagiva WMX 87-89.
Master bike for Husqvarna
WMX 1990 USA. (J. Sabo)



About new management: *"I was at the first dealer meeting with the Italians in charge. The new Director came from a big automotive company, he said we are going to run the company CNA like a business, not like the race team you guys have been operating. He continued to tell us how we we're going to make more money and sell more bikes than ever. We all looked at each other and someone said, we're in trouble. In my opinion, they came into this thinking they could use their automotive experience to turn things around. They were firm in there ideas and would not listen to our suggestions or embrace what was already working."* (Ken Speer).

"The saddest part of the Cagiva takeover was their refusal to make parts for the pre-87 2-stroke, Swedish Huskys that were already in use. Once the dealer supplies were gone, guys had bikes they couldn't ride because of needing parts so by the early-90s, Huskys had dropped in value. In Europe some big dealers/distributors got together and placed parts orders with longtime Husky suppliers from the old days so they kept their business going that way." (Tosh Konya)

Has been clear the prejudicial behavior of the Cagiva CNA in the USA: cynical sales

profit, at the expense of support service and spares, snubbing and forgetting the Oldies Goldies's diehard guys.

CATALOGUES 1990 - 1991. HUSQVARNA MADE IN ITALY.

Catalogue 1990. During 1989 the company "Husqvarna Motorcycles Spa", from "Business Unit" created to receive the know-how and Swedish Brand, was established as a "complete company" with its own offices, personnel and production lines (Varese sites: Schiranna, Morazzone and Biandronno). This new company produced the "Husqvarna" brand, alongside the other ones under Cagiva, Ducati and Morini brands (and since 1991 MV Agusta), into Cagiva Group.

The Husqvarna product line was affected by a strong new imprint, both in terms of engineering and a whole Italian look, also because the network of suppliers was new and trusted of the Cagiva Group (eg the Nordisk wheels disappeared).

The Catalogue was filled by the Two Strokes "Huskagiva" and by the Four Strokes picked up in Sweden: all the machines were tested for years and now

**Lineup 1990, Europe
Catalogue: 125WR and
510TE. (M. Gasparin)**



CATALOGUE YEAR CODE	1983 D	1984 E	1985-a F	1985-b F	1986 G	1987 H 842251951H	1988 J MOD	1988 J DGM	1988 J ISO	1988-1989 K	1989 K MOD	1989 K DGM	1989-1990 L 1989 ISO
	PUNCHED STEERING TUBE, LOW			PUNCHED TUBE LEFT SIDE			PUNCHED TUBE RIGHT SIDE			WELDED PLATE - PUNCHED			
175WR	WO-00001												
175XC	XO-00001												
125CR	CO-00001	CO-16000	----	CP-01000	CP-13000								
125WR	WO-00001	WO-14000	WO-20500	WP-04000	WP-12000	WP-20000							
125XC	XO-00001	XO-15700	XO-01000	XP-01000	XP-08000								
240CR	CO-00001	CO-13100	----	CP-01000	CP-14000	CP-20000							
240WR	WO-00001	WO-13100	WO-20800	WP-04500	WP-11000	WP-20000	5T 000xxx	----	----				
250CR	CO-00001	CO-15000	----	CP-01000	CP-09700	CP-24400							
250WR	WO-00001	WO-13100	WO-20800	WP-04500	WP-08000	WP-23000	2T 000xxx	52415	ZHUWR250xJV000xxx	leftover			
250XC	XO-00001	XO-15300	XO-01100	XP-05000	XP-08000	XP-20000	----	----	ZHUXC250xJV000xxx				
400WR		WO-17000	WO-21100	WP-05000	WP-15000	WP-21200	3T 000xxx	52416	----	leftover	leftover		
400XC					XP-15000								
430CR				"435"	CP-14800	CP-24000	4T 000xxx	----	ZHUCR430xJV000xxx	leftover	leftover		
430WR	WO-00001					WP-23200	----	----	ZHUWR430xJV000xxx				
430XC						WP-23000	----	----	ZHUXC430xJV000xxx				
430AE						WP-08000	WP-21600	----	ZHUAE430xJS028xxx	leftover	leftover		
500AE		WO-15300	WO-19400	----									
500CR	CO-1001	CO-14900	----	CP-01000	CP-09000	CP-20000							
500WR		WO-12200											
500XC	XO-1001	XO-15000	XO-05000	XP-03000	XP-09000	XP-25000							
510TC 4	CO-10001	CO-18000	CO-18000	----	CP-08000	CP-20000	----	----	ZHUTC510xJS027xxx	9T 000001	9T 000053	----	
510TE 4	WO-10001	WO-19000	WO-19600	----	WP-08000	WP-21900	----	----	ZHUTE510xJS027xxx	7T 000001	7T 000405	52544	
510TX 4	XO-10001	XO-19000	XO-19600	----	XP-08000	XP-20000	----	----	ZHUTX510xJS027xxx	ZHUTX510 - *			

HUSQVARNA

*-xJV000xxx // -xkV000xxx

ZHUTC510	510 WMX
ZHUTE510	510 WXE

HUSKAGIVA

1T 000001	1T 000911	52242	ZHUWR125xJV000xxx	1T 001712	52242	----	125 WRK
				----	----	ZHUWX125	125 WXE
	6T 000xxx	52513	----	6T 000xxx	52513	----	250 WRK
				----	----	ZHUWX250	250 WXE
				8T 000xxx	52586	----	260 WRK
				----	----	ZHUWX260	260 WXE
						Cagiva "4N"	ZHUMX125 125 WMX
						Cagiva "2P"	ZHUMX250 250 WMX

Serial numbers and VINs crosstable.

The table contains the codes on the frame steering tubes and allows to go back to the year of production. Chassis numbers are indicated "to grow"; ISO format of VINs are abbreviated and is easily completed. What has been reported here has not had the possibility of having more detail, it is however a basic guide for collectors to identify a model of Husqvarna.

Luca Pellegrini - 2019

CATALOGUE YEAR CODE	1990 L ISO	1990 L MOD	1990 L DGM	1991 M ISO	1991 M MOD	1991 M DGM
	WELDED PLATE - PUNCHED					
WR 125	----	1A 000001	52970	----	1A 000xxx	52970
WXE 125	ZHUWX125	----	----	ZHUWX125	----	----
CR 125	----	6A 000001	----	----	6A 000xxx	----
WMX 125	ZHUMX125	----	----	ZHUMX125	----	----
WR 250	----	2A 000001	52826	----	2A 000958	52826
WXE 250	ZHUWX250	----	----	ZHUWX250	----	----
CR 250	----	7A 000001	----	----	7A 000xxx	----
WMX 250	ZHUMX250	----	----	ZHUMX250	----	----
WR 260	----	8TE 000356	52586	----	8TE 000856	52586
WXE 260	ZHUWX260	----	----	ZHUWX250	----	----
TE 350	----	3A 000001	52911	----	3A 000511	52911
WXE 350				ZHUTE350	----	----
TE 510	----	7TE 001005	52544			
WXE 510	ZHUTE510	----	----			
TC 510	----	9T 000173	----			
WMX 510	ZHUTC510	----	----			
TE 610				----	8A 000001	53027
WXE 610				ZHUTE610	----	----
TC 610				----	9A 000001	----
WMX 610				ZHUTC610	----	----

CATALOGUE YEAR CODE	1992 N MOD	1992 N DGM / ISO	1993 P MOD	1993 P DGM / ISO	1994 R MOD	1994 R DGM / ISO
	PUNCHED WELDED PLATE AND VIN-ISO ON SILVER STICKER					
WRE 125					1AA 000001	53626
WR 125	1AE 000786	52970	1AE 001190	52970	1AE 001842	52970
WXE 125	----	ZHUWX125	----	ZHUWX125	----	ZHUWX125
CR 125	1AE 050001	----	1AE 050156	----	1AE 050xxx	----
WXC 125	----	ZHUWX125	----	ZHUWX125	----	ZHUWX125
WR 250	5A 000001	53255	5A 000560	53255	5A 001458	53255
WXE 250	----	ZHUWX250	----	ZHUWX250	----	ZHUWX250
CR 250	5A 050001	----	5A 050207	----	5A 050xxx	----
WXC 250	----	ZHUWX250	----	ZHUWX250	----	ZHUWX250
WR 360	4A 000001	53254	4A 000xxx	53254	4A 001684	53254
WXE 360	----	ZHUWX350	----	ZHUWX350	----	ZHUWX350
CR 360	4A 050001	----	4A 050126	----	4A 050xxx	----
WXC 360	----	ZHUWX350	----	ZHUWX350	----	ZHUWX350
TE 350	3AE 001505	52911	3AE 002155	52911	3AE 002961	52911
WXE 350	----	ZHUTE350	----	ZHUTE350	----	ZHUTE350
WXC 350	----	ZHUTE350	----	ZHUTE350	----	ZHUTE350
TE 610	8AE 001005	53027	8AE 001969	53027	8AE 003610	53027
WXE 610	----	ZHUTE610	----	ZHUTE610	----	ZHUTE610
TC 610	8AE 050001	----	8AE 050206	----	8AE 050408	----
WXC 610	----	ZHUTE610	----	ZHUTE610	----	ZHUTE610

Guideline, looking at first glance

- External evaluation. Engine serial number. Rims serial number.
- Strong anomalies in looking, the bike cannot be dated and only papers tell the truth.
- The steering tube examination:
 - it has a steering lock, it's enduro model.
 - frame number is on the left side, it's a "Made in Sweden"
 - serial numbers are on the tube, not on a welded plate, it's built-up in Sweden
 - there is the SIMA black-aluminium plate, it comes from and is built-up in Sweden.
 - there is a welded plate, on the right, it's a "Made in Italy".
 - there is the needlepunched VIN, it's from 1995 and onward.

The welded plate is like the "Italian dog-tag".

- has always written HUSQVARNA.
- has always written the MOD, e.g. 3AE, 7T, 8AE.
- if there is a frame number and the DGM is missing, it is a motocross model.
- if the frame number is missing, and there is the steering lock, it's an US bike 1992-94, since the adhesive label with the VIN has disappeared.
- Some bikes were out seriality:
 - without any kind of number, they were spare parts.
 - punched as "Ex works", for factory internal use.
- Import plates, sometimes have differences with the punched serial number.

also updated in technology (e.g. with the rear disk brake). From the acronyms of the WRKs the "K" was removed, a symbolic gesture of the closed transition. The 350 4T is then introduced (tested in the 1989 Championship as the "Gualdi" version), as a displacement downgrading of the 510.

This 1990 Catalogue ran only in Europe. The bikes frames therefore have only Italian coding (MOD, DGM), on a welded plate. In the USA, in the meantime, the offer of the "Catalogue 1989-90" was running on: that market asked two years to digest about 1000 motorcycles in total, that's only to have clear the not easy situation.

Catalogue 1991. The offer range is extended. The USA and Europe Catalogues are now realigned. A "maxi" 4 stroke is introduced, the "610" (577cc): the 503cc displacement was forever suppressed, giving a new name to the old "Project 510", too strong a reminder of the Swedish past. From 1991, continuously updated, the Model 610 lasted over 10 years (and more, let me say with the name "570") as a worldwide

success. It was also favored, honest to say, by the overall political trend towards the abatement of emissions.

CATALOGUES 1992-1996. STANDARDIZATION AND RIDING WORLDWIDE.

Catalogues 1992 and 1993. Cagiva Commerciale Spa closes and all Cagiva Group products are now distributed by "Cagiva Trading Spa". The models in the offer are standardized: for example, the rectangular headlight, required in the United States, is extended to all models. Then, US models change the name to "WXC / WXE": they differed from European models by means of a simple conversion kit. The new 2 strokes 360 model, is introduced.

New Japanese suppliers, Showa forks and Nissin brakes. From 1992 onwards, in order to recognize a naked frame on the fly, the bikes for the USA market are registered by superimposing on the welded plate a silver label, on which the VIN to terms of ISO was



The 350TE prototype 1989.
The " turning point" Italian bike,
still Swedish looking, Italian
engineering. (F. Agazzi)

indelibly printed. From 1993 onwards in the USA the 125 is withdrawn or sent upon specific request.

Catalogue 1994. The "Yellow Huskys". The whole range has renewed, frames and engines.

Catalogue 1995. The "Green Huskys". The "410" model is introduced. From this

The Belgian champion Jacky Martens, immortalized on the "Husky 633". (P. Bijnen)



year in the frames the serial numbers are impressed by electro-punching, i.e. the supporting welded plate (the dog-tag) disappears.

Catalogue 1996. The 350 Four Strokes is withdrawn.

Between 1996 and 1997 there was a corporate restructuring. Ducati (a part of) was sold and "Husqvarna Motorcycles spa" was closed. Basically, "Husqvarna" switched from Company to simple Brand, under a multi-brand manufacturer, that was "Cagiva Motor Spa".

As a result, from the 1998 Catalogue onwards, the Husqvarna bikes had ISO code, starting now with the "ZCG" letters and no longer "ZHU".

From the 1998 Catalogue, only VIN codes are used, two kind of, one for the USA and the other for EU use. ■

Written by Luca Pellegrini

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SOMMARIO	
EDITORIALE	4
IL PERSONAGGIO Renato Zocchi	6
MOTO	
Gori 125 Regolarità Competizione - 1976	22
Cotton T170 Trial Minarelli	32
TM 80	38
CURIOSITÀ	
Quando Husqvarna si dissolse in Cagiva	42
Cowboy a due ruote	58
GARE	
Classifica finale C. I. Gr.5 Regolarità	60
7ª e 8ª Prova C.I. Gr.5 Trial Garesio (CN)	64
9ª e ultima Prova C.I. Gr.5 Trial Primaluna (LC)	66
Classifica finale C. I. Gr.5 Trial	68
MANIFESTAZIONI	
Mostra scambio Malpensa Fiere	70
Mostra scambio Novegro	72
Hobby Sport - Magazzino	74
Premiazione FMI Epoca Gr.5	78
"Tutti insieme per Selene"	80
PHOTOREVIVAL	82
MERCATINO	83
CALENDARIO GARE EPOCA	86
CALENDARIO MOSTRE SCAMBIO	87

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