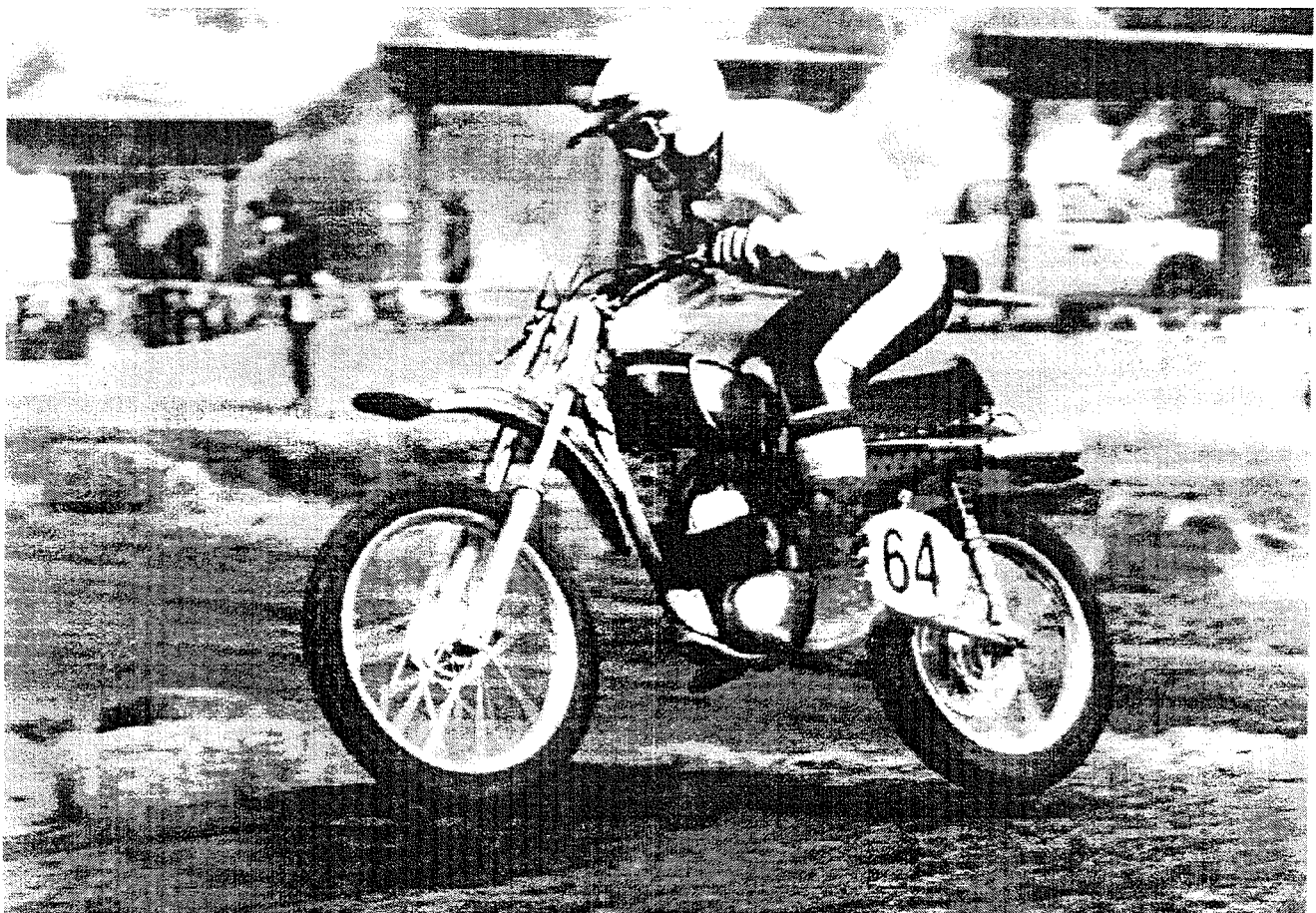


Husqvarna Report

9th Newsletter for Husqvarna Motorcycle Club

Club membership info can be found at 304-267-6471 and also at <http://www.intrepid.net/~husky/hustest.html>

Classic AHRMA Husqvarna



Rodney Henninger #64 rides his 1967 250 Husqvarna at Hollister in 1996 in the AHRMA +50 Expert class

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67 Huskys Rule!

Yes, I realize this is the second consecutive newsletter with a 67 Husky on the cover. It may have to do with my own project bike being a 67 360 AHRMA Classic 500 but so be it! I thought I would help further the cause for Classic and Premier classes by reviewing what some of our

members are doing to make their Huskys of these type a dominant force in winning AHRMA events. The first bike/owner is **Rodney Henninger of South Lake Tahoe, California and he writes:** The specs on my 67 250 are as follows:
 1-the head is a late 67
 2-the triple clamps are (pro-fab) an after market item that was available

in 1972. They are must for older Huskys. They are still available, I found mine in the a.h.r.m.a. vintage views ads.

3- cyl barrel is 1970-(better porting)

4- pipe is an after market-1974 hus 250 mag with a redesigned header for a good fit.

5-carb is a 36 bing concentric-you will have to modify the manifold. (huskys have to breath)!

6-clutch is a (barnett) -smooth&positive! (i use Castrol syn-tec 5-50w in gearbox) big difference!

7-forks-(damping rods are drilled -6-equal spaced 1/32 holes (plug original holes). use later 7" aluminum damping rods and 10 or 15wt PJ fork oil (your riding preference).

8-fork springs(after market)-you may have to fabricate spacers for the diff in length(3/4"o.d. pvc works well!9-rims (d.i.d.) or (sun), with stainless larger dia. spokes.

10-aluminum rear sproket with d.i.d. gold chain.

11-shocks-(Works perf with dual rate springs) 13.5" length.

12-fuel mixture-92 octane pump and Red Label race gas 50-50 with Redline synthetic oil 50- mixture

Well, there you have it , this is my basic setup , and it works well! the bike is bullet proof for vintage racing. i race the classic 250 expert class, (a.h.r.m.a. rules require a 32mm carb), and the 50+ expert class. i have won many races and series overalls with this beautiful old classic. i hope you will find this useful, as it makes for a great handling and re-liable machine. if you have any question, or if you are ever in beautiful Lake Tahoe California, u.s.a. give me a call! rodney henninger phone-530-577-8473 e-mail-rfh64@juno.com or rfh64@hotmail.com

John LeFevre's 67 360 Husky has following specs :

1. Stock 67 360 frame and engine.
2. Motoplat ignition from 72-74 that is installed after changing out right crank end for Motoplat type.
3. Front forks are silver leg originals that are turned down for weight savings per period specs. Damping rods and springs are Vintage Husky custom.
4. Wheels hubs are 71 400 front with 69 rear hub. 21" front and 17"rear . Akront rims with Husky spokes.
5. Commando swing arm from 67-68
6. Öhlins shocks - Vintage Husky custom made per customer specifications
7. Custom exhaust chamber, snail design (that is probably not legal anymore for Classic 500)
8. Gunnar Gassor throttlewith a 36mm Bing 54
9. 520 chain
10. Personal gear box ratio selection
11. Vintage Husky custom rear brake pedal
12. Wassell alloy tank (HiPoint)
13. 67 seat with custom padding and cover.
14. Vintage Husky custom alloy muffler.



John LeFevre's 67 360 after win at Casey, II 1997

15. Plastic front fender with fiberglass rear tail fender
I will be glad to share any details on this project, just call .
John Lefevre at 760-744-8052
San Marcos, California
Ed note:

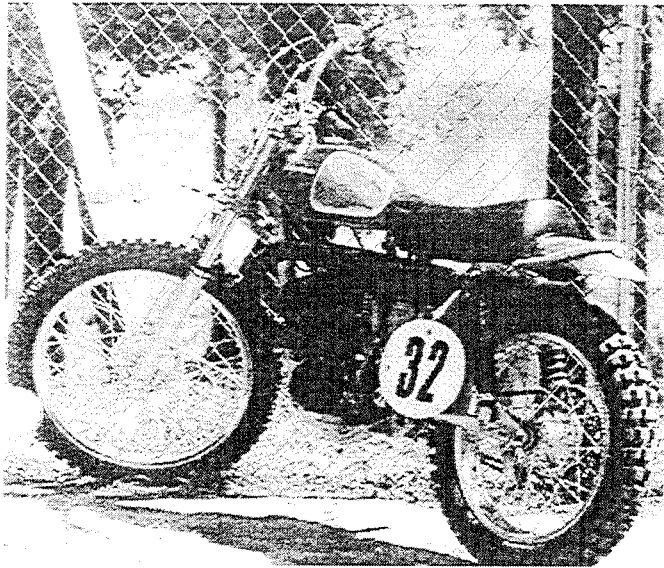
John just won IronMan Award at Steamboat for placing high or most points over 4 events at Steamboat. Roadracing, John's 67 Husky did 3rd in class , at Trials John did 3rd in class, at the Flat track John's 67 Husky won 1st in class and in MX John's 67 Husky did well. John had a bolt together 67 for each class!

Craig Comontofski's 67 360 Specs are as follows:

Frame - 1967 #671235

1. Tail section - modified 67, no seat loop, appears like 68 rear loop, 67 seat mounts removed, shock gussets drilled for forward seat mounting of 69 seat
2. Swing arm - 1969 MG series, 1"longer than 67, shock

mounts redrilled to lower 1", top of mounts trimmed off
 3. Rear wheel - Stock 1967 with SS spokes and nipples, Akront Green sticker WM-3x18, 2 rim locks, Buchanan's



Craig's 67 360 Husky

4. Front wheel - Stock 1967 with SS spokes and nipples, Akront yellow sticker lipless WM-1, 1 rim lock, Buchanan's
5. Front forks - 76 upper tubes, 73 lower legs, 76 damping rods and orifices, travel 7", lowered in t-clamps 1"
6. Fork Springs - stock 76 with deflectors at bottom
7. T-Clamps - Pro-Fab alloy with 7mm setback, aircraft hardware, late model (75-77?) "big ball" steering head brgs
8. Handle bar clamps - 67 stock
9. Handlebar Grips - stock 71-73 Husky Magura grips
10. Throttle - Magura 307
11. Control Levers - 73 era dogleg Magura from VMX
12. Cables - oiler style original
13. Brake stay rod - Vintage Husky custom made 69 style with added roller at foward, modified guide holder
14. Brake pedal - Vintage Husky custom made 67 shaft, 69 pedal
15. Rear Fender - 70-72 Husky polished alloy
16. Front fender - 70-72 Husky polished alloy with rubber flap
17. Front fender Brace - alloy aftermarket era piece to allow close to t-clamp mounting
18. Seat - modified 69 to allow moving foward 2.5" to eliminate gap - stock foam, recovered
19. Tank - Wassel (Hi-Point) small alloy, screw cap, air vent to steering head with filter, Red/alloy w/68 decals
20. Petcock - stock Husky 73 era
21. Rear Shocks - Progressive Suspension 12-1202B (13" eye to eye) with 03-1387B springs
22. Foot pegs - 1973 modified with tooth grip

23. Frame paint - Metal Prep, white Primer Sealer, Silver B/C Dupont

24. Number plates - white plastic oval with original mounting - VMX

25. Tires - Trelleborg T544 3.00x21 and 4.00x18

26. Tubes - Chen Shin

27. Rim locks - White Bros. - VMX

28. Fork Seals - 35x47x10 double lip - VMX

Engine -360 67-71 style center cases, no modifications #362xxx8s

Transmission - stock 1967 250/360

Clutch - stock 1967 with Barnett plates

Crank - stock 67-71 style, Large Femsa right shaft

Cylinder - stock 67 2nd over, no porting

Head - stock 67

Ignition - Femsa riveted style 68-69 w/points, lighting coil removed, Femsa tank coil, kill button on handle bars

Advance - 22 degrees BTDC

Sprockets - 60T rear (67 stock), 15 tooth drive small keyed style (stock 67)

Exhaust - stock 67 360 expansion chamber, tail pipe cut to 3" with 1973 "hand genade" muffler, custom heat shield extension.

Carb - 36mm concentric Bing with 30/175 jets, cutaway atomizer, needle at #2 - seems a little rich all over

Plug - Champion N-3

Airfilter - VMX foam style element

Airfilter Housing - Vintage Husky 67 style flattop cover

Gearbox Oil - 20-50 Castrol GTX motoroil

Premix Oil - Golden Spectro at 3oz per gallon gasoline

Gasoline - 115 octane gas from local race track

Fork Oil - PJ1 20 weight

Shift lever - stock 67 rotated down to level with right peg

Engine Paint - Plasticote 500 degree engine paint #230 flat black

Exhaust Paint - Plasticote HP-11

I have more details on this bike because it is first hand

Craig Comontofski at 304-267-6471

husky@intrepid.net

Other Club members riding and working their 67's are:

Dave Boydston in AZ at 602-966-0101

Heath Hibbard in AZ at 970-626-5416

Dave Wilson in CO at dwilson@ncar.ucar.edu

Rich Anderson in MO at 618-877-1307

Matt Benson in PA at benson@ahrma.org

Tosh Konya in OH at ttk@erinet.com

Tom Ramey in UT at 801-768-4363

Brian Watson, Australia at brian.watson@mrwa.wa.gov.au

Forest Stahl in IN at 765-759-4805

Mike Owens in CA at 714-489-5940

I bet I forgot lots more 67 owners, if I did, tell me about it!

1998 World Champion Husky Wins World 125cc

Husqvarna's Alessio Chiodi, of Italy, wrapped up his second consecutive World Championship 125cc MX title riding for Husqvarna with a sweep at the series final at Bielstein, Germany, August 23rd. Winning both motos 1-1 easily clinched this second title with a 345 total points for the season. It is rumored that his bike specs have been incorporated into the 1999 125 cc series and are available now at your local Husky dealer.

The dealer listing is now on the World Wide Web by visiting www.cagivausa.com and link on to Husqvarna. Or you can call Rob Keith at 215-830-3300.

Auto parts in Mid East

Last month I gave a preview of an extensive parts available from a single inventory in Israel! Now here are the details on how to contact this man:

Vadim Becker
90 Bugrashov street
Tel Aviv
ISRAEL

his e-mail address is : becker_v@mail.netvision.net.il

I do not have a phone or zip code, but I have written him several times at this e-mail address.

His inventory is quite extensive for 78-79 Autos with many parts applying to other models as well. Hundreds of pistons and large quantities of great stuff for Evo Huskys.

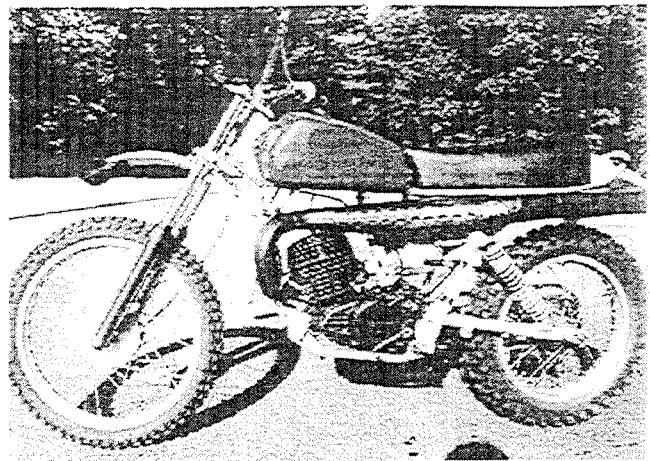
Hope this helps your search for Husky parts!

Xcellent Letters

Boxford, Mass

Hello Craig, I didn't expect that big a response from you, especially running it in the next news. Thanks for the compliments. A few details.

First, I paid \$150 for the bike and spent \$207 for parts. It took seven weeks to complete the restoration with about 200 hours of work. I am happy to report that I had all good experiences finding parts for the broken down and neglected 1976 Husky. Your webpage was the prime source for parts/info. As it turned out, I did not need alot of parts. Here is a list of items I purchased:



Paul Belkus's 1976 250WR - beautiful bike - lots of work

Seat cover (Vintage Husky) \$35
Two rear engine mounting plates (Vintage Husky) \$20
Chain cover (Vintage Husky) \$10
Piston ring (Hall's Husqvarna) \$20
Bing 54 carb re-build kit and throttle screw (Bing) \$30
Inst. tube, rim lck/ band in rear wheel (Seacoast Cycle) \$36
4 swing arm needle bearings (Eastern Bearings) \$20
2 rear wheel bearings and seals (Eastern Bearings) \$28
4 can spray paint- red, black, silv+ primer (Home Depot) \$8

Regarding the engine, all I did was replace the ring in the piston and lightly hone the cylinder. It had been previously bored 0.030 inches over when I bought it. Everything else was within spec (based on the Clymer Manual) and the transmission seemed ok too. As it turns out from running the bike briefly in the woods, everything seems to be working ok. I think someone had replaced the clutch fairly recently. It shifts smooth and precise. The brakes are terrific, both the front and rear grab quickly, but are easy to control. The shocks are the air adjustable type. I don't know who made them.

I completely disassembled the bike and re-worked many parts which were worn or broken. The hardest job was re-placing the swing arm bearings I had to heat the swing arm with my turbo acetylene torch and hammer the old bearings out. To install the new needle bearings I had to grind the swing arm bearing housings with my Dremmel tool to open them up abit. I thoroughly enjoyed rebuilding/reconditioning this bike and look forward to doing others.

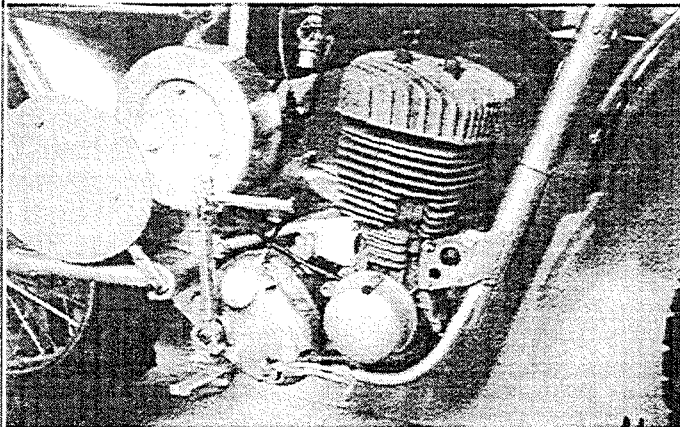
As for me, I am a 50 year old mechanical engineer riding M/C's since I was 18. I live in Boxford, MA adjacent to a State Forest where I can legally ride dirt bikes (lucky me). I currently ride the following bikes on the street and in the woods:

1997 Ducati 916 Strada (the ultimate superbike)
 1993 ZX11 (heavily modified)
 1976 Husqvarna WR 250 (just restored)
 1974 Hodaka 125 Combat Wombat (just restored)
 1972 Hodaka 125 Wombat (just restored)

If you need more info or any other photos, let me know. My next project (this winter) will be the other Husky basketcase (1973 WR 250) I bought with the 1976 WR 250.

Thanks

Paul Belkus, pablo@tiac.net



1964 410 Husky, the very first factory prototype 400 with an AMC trans, British type primary. This bike was ridden by Torsten Hallman and others as an entry into the 500 World Champion class. Primary chain failure was common, often not lasting a race. This bike resides in the HVA museum. Photo provided by Christer Watz. Tack så mycket!

Tech Tips

Floyd's tip for the day is "learn to make do with what you have. If you try to get fancy, you will only get into trouble...this is true with motorcycles, lawn mowers, and women"

Rick Mills, Las Vegas, Nv

Hello Craig,

Right after I wrote you about how do you install a Husky kickstand, I asked the same question to John at Vintage Husky. He said to put the spool/spring section in a vice and compress the whole unit so you increase the gap between the kickstand and the alum spool that the bolts go thru. This is not much maybe 1/4". As you compress, find a small piece of plastic or wood to wedge between the alum spool and the top of the kickstand. You might have to reset your spacer a couple times so you have aluminum spool and the kickstand at the proper level(rotation), then slip the

kickstand into the hole and put the bolts in. Make sure your bolts are the proper length so they don't go in too far and bind up the kickstand. Remove the spacer by rotating the kickstand to the down position.

Craig, I'm not kidding, start to finish was less than five minutes. I didn't even scratch the paint! I know guys who have left the stands off because they didn't know a way to do this. This was a real life saver to me and I appreciated John letting me know.

Thanks for your help as well. I will send pictures as soon as this thing's done. I'm hoping to take it to Del Mar. We'll see.

Rick, rdjmill@ix.netcom.com

Bruce Chasmer Says: Yamaha part number condensor fits Husky application . It is - Yamaha #207-81326-98-00 and it fits the Fems ignition on Huskys.
 Bruce is at 909-925-8489

Finland Husqvarna Club

Finland's Husky Club is now trading news with our club. For info contact : Veijo Paappanen, Karpalokuja 2 D 65, 40340, Jyväskylä, Finland

Mega Classified

New 390/430 Oversize Pistons and rings! Call Stahl Husqvarna at 765-284-7653

Wanted : Fox air shox to fit a 360cc Auto , any condition considered please contact Mike Givens at 573-270-2123 in MO.

For sale **1968 250T Commando #168294**, needs work but pretty complete, includes correct exhaust and muffler, correct seat and tank, matching numbers, chain guards, please call Bob White in AZ at 520-428-5721.

1973 360 RT #SK00007 for resto or parts \$225 obo Steve in Canada 416-281-8848

Husky 250 and 390, need work 516-767-7533.

1972 Husky 450 Semi basket. Motor professionally rebuilt (\$450). Nice frame, forks, shocks, etc. Lost interest. \$250 located Youngstown, Ohio JRober7018@AOL.COM

For Sale **'74 Husqvarna 450 WR \$650** obo Phillipsburg , New Jersey - Email nigel@eclipse.net

1978 Husky 390 Auto, carb rebuilt extra sprockets, new brakes ect, also have special tools for bike inc, \$495. Also have 1982 125 Husky WR with Frame #14195 Motor # 2069-2627 needs

cly.head,pipe,ect. \$100 Call Wally 409-693-1643 College Station TX. e-mail wwronka@aol.com

"WANTED Husqvarna 360 GP 1975 - 1976 and 390 cr '77 complete bikes or engines only" Alberto Italy - e-mail : abarsottiUsa@yahoo.com.

for sale 1985 husky 250xc motorcross with a new clutch ,clutch cable,rear tire and very fast \$1100 or best offer racer2400@aol.com

Wanted - electrical diagram of the ignition (Technical data), for model 610 TE 1995, because my motor is having broken down of ignition. Please contact Fabrice in France with information. Thank you. E-mail me at - fdcroix@hol.fr

1991 Husky 350 WXE liquid-cooled 4 stroke, \$1,995 obo. Robert W. Mullenix, Helena, Montana 406-449-2470 evening, 406-497-2473 days bmullenix@mtpower.com

Wanted: Good working Magneto for 1984 250cr please E-mail, JVGLENSJ@msn.com or JGlen91@aol.com phone 206-679-4961 Seattle Washington area, Jim Glen

Husky 250 WR, ser # 2032-0695. Frame # MK 03369 Black Fenders Chrome gas tank believed to be 1973. Good bike, in good condition, excellent shape for racing. Front tire: ocheng shino 3.00-21 back tire goodyear Eagle, M/X 11, 4.50.18 Reason for selling. Bike is too powerful for user. \$475 obo , James Eades, eades@dcr.net, Frankfort, Ky (frankfort is 1 hour from Cincinnati, OH, can send photos to serious interest. Buy as is, bike runs excellent.

Wanted 1978 Husky 390 automatic kick-start shaft. Also service manual and parts manual. Jim Buttaccio 561-582-3236 (So. Florida)or e-mail jmbmam@bellsouth.net

4 sale 1979 Husqvarna 250 motocross #mm03960 best offer takes it residing in Ft. Myers Fl. (941)489-2902 E-mail orneryreignbeau@yahoo.com

I am looking for a kickstand assembly for a 1976 Husky 250. If you can help me with this please contact me at piof@prodigy.net Thank you David L. Parsons

WANTED: Bing carb to fit 74 250 (different years and engine sizes will fit - i need a 36mm Bing concentric 71-76) Please one that is not worn out or has been beat on. chris olsen Phone# (619)-420-7123 email: colsen@sdcoc.k12.ca.us

Wanted for 73 250 Husky - Seat, Rear shocks (2), Front fender (including mounting hardware), Rear fender (including mounting hardware) (I have inner alum fender), Front brake cable (complete), Clutch cable (complete), Throttle cable Throttle plastic twist tube (I have the throttle housing), Hand grips (2) Air box (complete) Air filter Countershaft sprocket Chain Footpegs (2) Paul home phone# is 978-887-6693

1972 Husky 250CR,good condition,new seat,NJB shocks,new

fork seals,runs well,\$700,Pat (602)905-3644 (AZ)

1974 Husky 250 Mag,all the good AHRMA stuff-Circle F pipe,Vintage Iron fork mods and springs,Works Perf. shocks,6 speed conversion,new modern Bridgestones,alum. bars,Mikuni,black powdercoated tank,excellent condition,new paint,seat,fenders and cables. \$2200 e-mail - kev900sp@worldnet.att.net or(602)368-9823 (AZ)

I have a very nice 78 125 CR, will part with it for \$700. I am in Iowa, can be reached at 515-648-9529 sday@cnsinternet.com

WANTED - 1st oversize piston assembly for 1983 500XC. E-mail, John3722@aol.com, or phone John at 406-862-3857 with price & avail..

Hola les escribo de Argentina,Mendoza y me acavo de comprar una TC610 y me encantaria que me mandasen diseños de colcomonias.Corro en motocross y me gustaria poner calcos en ella de nuestro club husky , chauu. Ivan Ryan in Argentina <iperk@hotmail.com>

Wanted: 1974 400 WR worthy of marriage. Interested in racing ahrma and looking for a pretty lass with engine spares, tools and hopefully service and or owners manuals. Can afford an arm but not a leg too. Located in Southern California in Lake Arrowhead & Malibu areas. All the best to all! David Schwab (909)867-2075 e-mail mypuffer@aol.com

Wanted. '74 MAG 250 clutch cover (not 250 or 360 GP) and sprocket cover. Need sprocket cover complete (not broke/cut off). Brian Watson in Australia on Ph 61+8+94445785 Fax 61=8=93234147 or brian.watson@mrwa.wa.gov.au

87 250 Cross Country with a cracked case behind the kick starter gear. Engine runs, Bike is missing Airbox ,plastic is in rough shape , Silencer needs replacing, bike is complete. a great runner before the case cracked.I'm in San Diego, Price is Best offer. Please contact me at cbec@earthlink.net...Or Thomas Young @ 619-437-2817 during the Day

Wanted 125 Betor fork set for 73-74 125 Husky call Craig at 304-267-6471

Hola tengo un husky 510 y estoy buscando catalogos de partes y accesorios. I am looking for catalogs of parts and accessories for a Husky - 510 please E - MAIL alambiasi@sda.com.ar Gracias.

For sale: 1980 Husqvarna CR390 100% restored!!! very, very nice. hasn't been run since resto. also has 420 update kit in it from husky. asking \$1800 O.B.O. please call dan at (419)474-4924, leave message. also selling 1986 husky 510 & fox fork legs for husky(evo).

I need a primary gear set (gear and clutch basket) for a 93 250 wxc. I understand that the 360 will fit but I would have to change the gearing. Is there any other year or model that will fit? I can be reached at terry_calder@bc.sympatico.ca

Wanted - **510 TE Aircooled 1985** : Looking for complete engine or will sell a complete bike with broken engine . Call Marco in Germany phone +40-5110506 or or via internet: neumann.ole@erzwiss.uni-hamburg.de

Wanted exhaust pipe for **1985 WR 250** liquid cooled. email me at bsheahan@buckeyeweb.com

Wanted: a 1980 or newer Husky CR 125 e-mail me at mmoose33@aol.com .I live in Southeast PA . thanx.

Wanted: husky 125cc 72-74 Front fender, fork boot (small black one), Chain guard, rear shocks (any after market ok 4" travel ok works shock. Gil Monteiro montei@juno.com 714 832-0585 Ca.

Husqvarna CR125, yellow in color, been in storage 15yrs frame#ML 23d97,engine#2040 needs some work, great for easy restoration or great parts bike, has original yellow chrome/chrome gas tank and plastic. \$300 or best offer call Fred (925) 855-0965 or email me at sshellnas@aol.com

Wanted for 75 400 WR. N.O.S. clutch brake and throttle cable and a pair of original Girling shocks,or Works Performance Chris Olsen 619-420-7123 email-COLSEN@SDCOE.K12.CA.US

Wanted , 95,96,97- 360-WR two stroke basket case, or any condition conciderd. John W. 781-641-3474 or E-Mail gonfishn@tiac.net

Clutch Cables for 72-74 125 and 450 model Huskys only . Original oiler style, NOS cables \$20plus \$3 to ship. Will trade for brake or clutch cables of same era. Call Craig at 304 267-6471 when I am in as I will not return call for a cable.

96 HUSQVARNA, 610 WXC 4 stroke, many extras, excellent condition, \$5000 or best offer (310) 265-9285

86 Husqvarna 400, Cross Country, runs great, must see, w trailer, \$1200 (805) 947-9913

92 Husqvarna WXE250, excellent condition, street legal, \$1800 or best offer (818) 776-5645

82 Husqvarna XC430, excellent desert /play bike, great condition, low hours, many xtras, \$700 (805) 297-7450

78 HUSQVARNA CR 250, original, low hours, excellent specimen, perfect bomber, \$1250 or best offer (805) 526-8505

75 Husqvarna 125cc dirtbike has current off road vehicle registration gktgarren@earthlink.net (818) 957-3730

78 Husqvarna 390 Runs great, looks good, ready to ride, race or restore. 100% complete, 90% OEM. 1 kick bike. '79 390 included. 90% OEM-low compression. Plenty of extras. joebyars@pacbell.net (949) 458-9129

73 Husqvarna 250 dirt bike Clean, run great,recently rebuilt carburator. Great deal!!! Johnnyowl@aol.com (310) 793-9079 \$500

77 Husqvarna, 250 cross, new pipes lo hrs, race rdy, \$1100 (909) 371-0364

84 husky cr500 runs strong very fast baaaaaaass@aol.com (909) 684-8529\$600

82 Husqvarna wr250, rns good, \$350 or trade for smaller bike (714) 799-3282

82 Husqvarna CR 430, fast bike, mint condition, \$950 (714) 361-3992

84 HUSQVARNA 250WR, lt kit, new tire, uni filter, tool kit, new cables, 4.2 aluminum, gas tank, w a free 84 push moped (909) 685-6196

75 Husqvarna 125cc dirtbike has current off road vehicle registrationgktgarren@earthlink.net (818) 957-3730 \$550

86 Husqvarna 4 stroke 510 cross country, \$1250 (909) 627-7419

73 Husqvarna WR, runs strong, good condition, original owner's manual, registered til 6/99, 2nd owner, stored last 8 yrs, \$500 or best offer(805) 943-8580

Husqvarna Scooter 50cc 1957 - with Husqvarna tires, sanded ready for paint \$1500 obo call Bill at 909-688-5983

250 Mag parts and bikes wanted. Need clutch plates alum or steel type. Please call Tom at 517-349-0326

71 400 8-speed running w/race mods to chassis/low wear on chain pad!\$850-FOB, **71 400 4-speed**(thrown rod)complete!\$350-FOB, **71 chassis w/70 360** eng complete!\$450-FOB, **72 250wr** restored to new 10 yrs. ago.slight wear on side cases/tires-\$850-FOB **72 250cr** complete orig.w/broken crank @ flywheel end - \$250 **73 250wr** complete, motor w/top end unassembled(I think needs piston)\$200-FOB, **73 250wr** top end missing, bottom end froze up-\$100-FOB, pipe only- **250 mag**(I think) ex.pipe good cond. \$50-FOB, small amount of misc. parts for above. I can crate &/or ship per your request (at your expense) Dennis Griffin 405-691-2520 or griffin1@worldnet.att.net

Wanted Husqvarna 3-speed Automatics! Need parts used or new for watercooled models. I will return all domestic and foreign responses. Please contact: Bradley Branch, 911 Highland St., Martinsville, VA 24112, USA or call 540-656-1126

1982 Husky AE420 Rolling chassis, no motor, blue and gold alloy tank, gold legs and wheels, Ohlins, Stan in WA at 360-452-4903.

HUSQVARNA MOTORCYCLE CLUB

is a newsletter club dedicated to Husqvarna and related motorcycle marques. Newsletters will be a 12 -16 page publication with 6 issued per year at a membership of \$15 for USA/Canada and \$24 for all others. To join send check payable to Craig Comontofski and mail to : **Husqvarna Motorcycle Club, 1501 West King Street, Martinsburg, WV 25401**

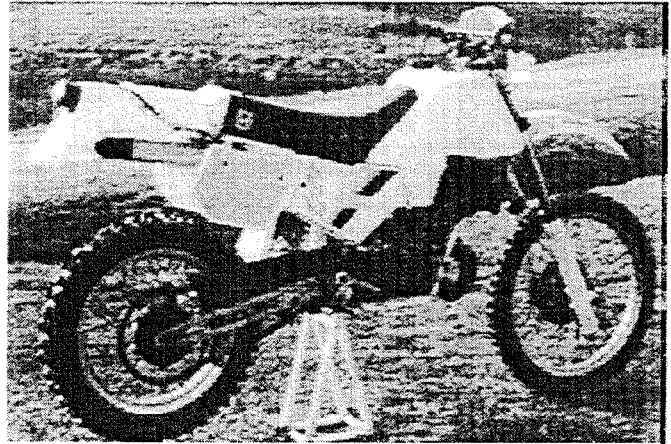
Also include your phone number, e-mail address, Husky bikes you own, or are interested in. Frame# and engine #'s for bikes owned would be great! As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. For commercial businesses, here are the very reasonable rates for your ads:

1/8 page - \$5 per issue, 1/4 page - \$10 per issue, 1/2 page - \$20 per issue, full page - \$40 per issue

We can provide artwork for your ads, if you like, for \$20-\$40 (one time charge). Also, if you are a paid advertiser, we will offer you a free, one-time article (with photos/pictures if possible) on what you offer the Husky Hobbyists. An E-mail format is best.



1960 Svensk team - Can you identify all the people? Were they actually that young? Tack to Jan Liljedahl



Bradley Branch's 86 430 Auto- beautiful Husky's in VA



Chuck Sun



Chiodi wraps up second MX title

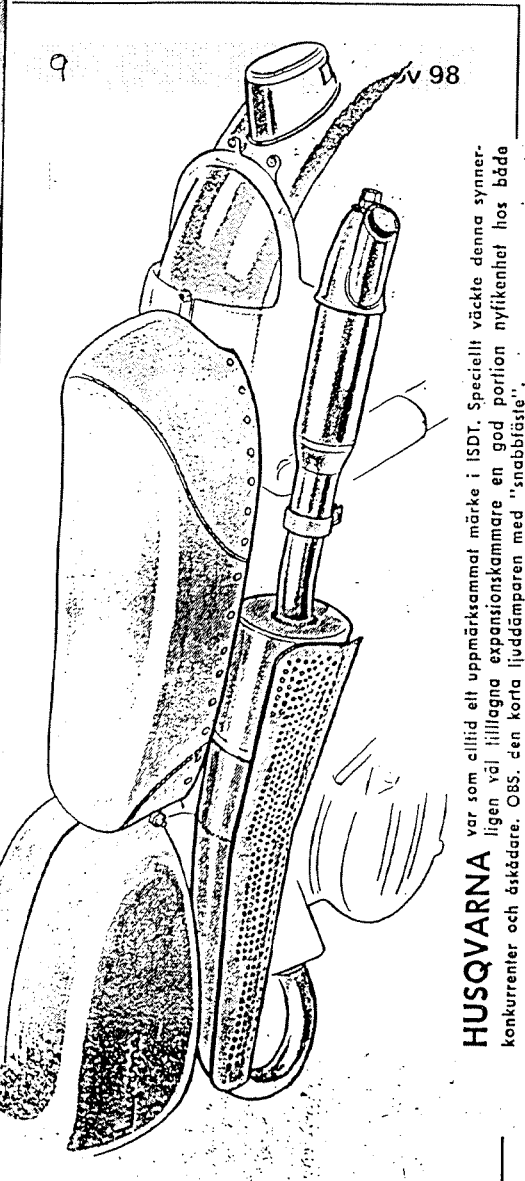
1998

Husqvarna's Alessio Chiodi, of Italy, wrapped up his second consecutive World Championship 125cc MX title with a sweep at the series finale at Bielstein, Germany, August 23. The only rider who had a realistic chance of beating Chiodi out of the title at the last race was Yamaha's David Vuillemin, but a 6-3 tally posted by the Frenchman wasn't enough. It was, however, more than enough for Vuillemin to claim second in the final series point standings.

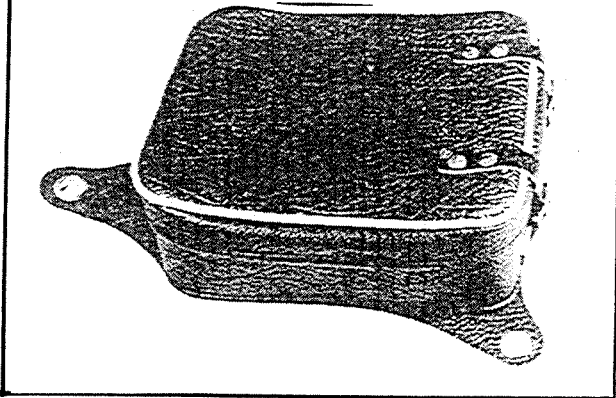
At Germany, Chiodi won the first race by less than a second over Yamaha's Paul Malin of Great Britain. Finishing third was Yamaha rider Claudio Federici of Italy, followed by Suzuki's Brian Jorgensen of Denmark and TM's Philippe Dupasquier of the Czech Republic.

In the second moto, Chiodi had a little more breathing room, as he crossed the finish line nearly 10 seconds ahead of Dupasquier, followed by Vuillemin, Jorgensen and Yamaha's Erik Camerlengo of Italy.

In the final point tally, Chiodi finished out the 11-race series with 345 points, followed by Vuillemin with 310. TM's Alessandro Puzar finished third with 247, followed by Federici with 217 and Luigi Seguy with 155.



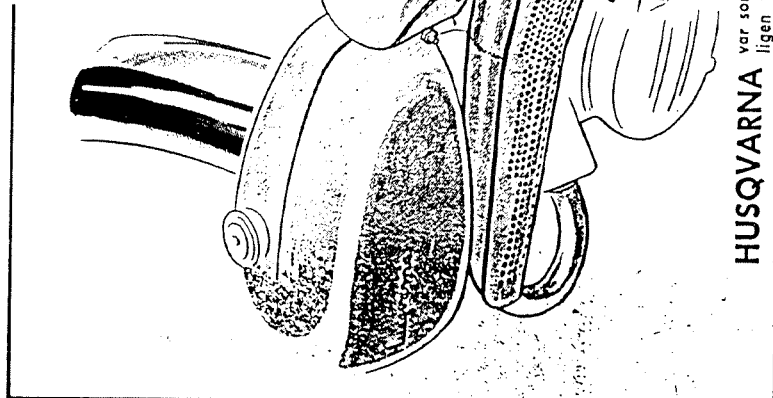
HUSQVARNA var som alltid ett uppmärksammat märke i ISDT. Speciellt väckte denna synnerligen väl tillagda expansionskammare en god portion nyfikenhet hos både konkurrenter och åskådare. OBS. en korta ljuddämparen med "snabbaste".



TOOL BAG

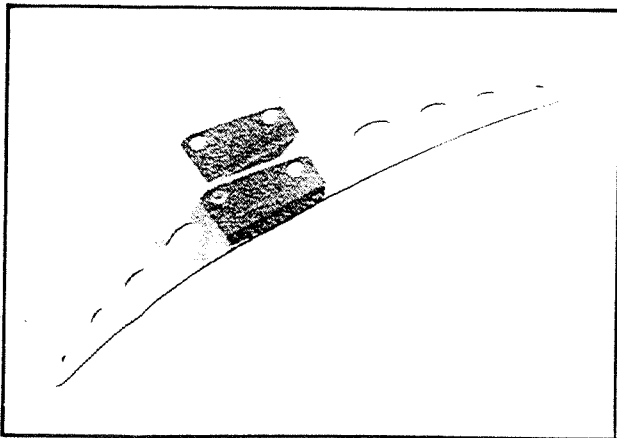
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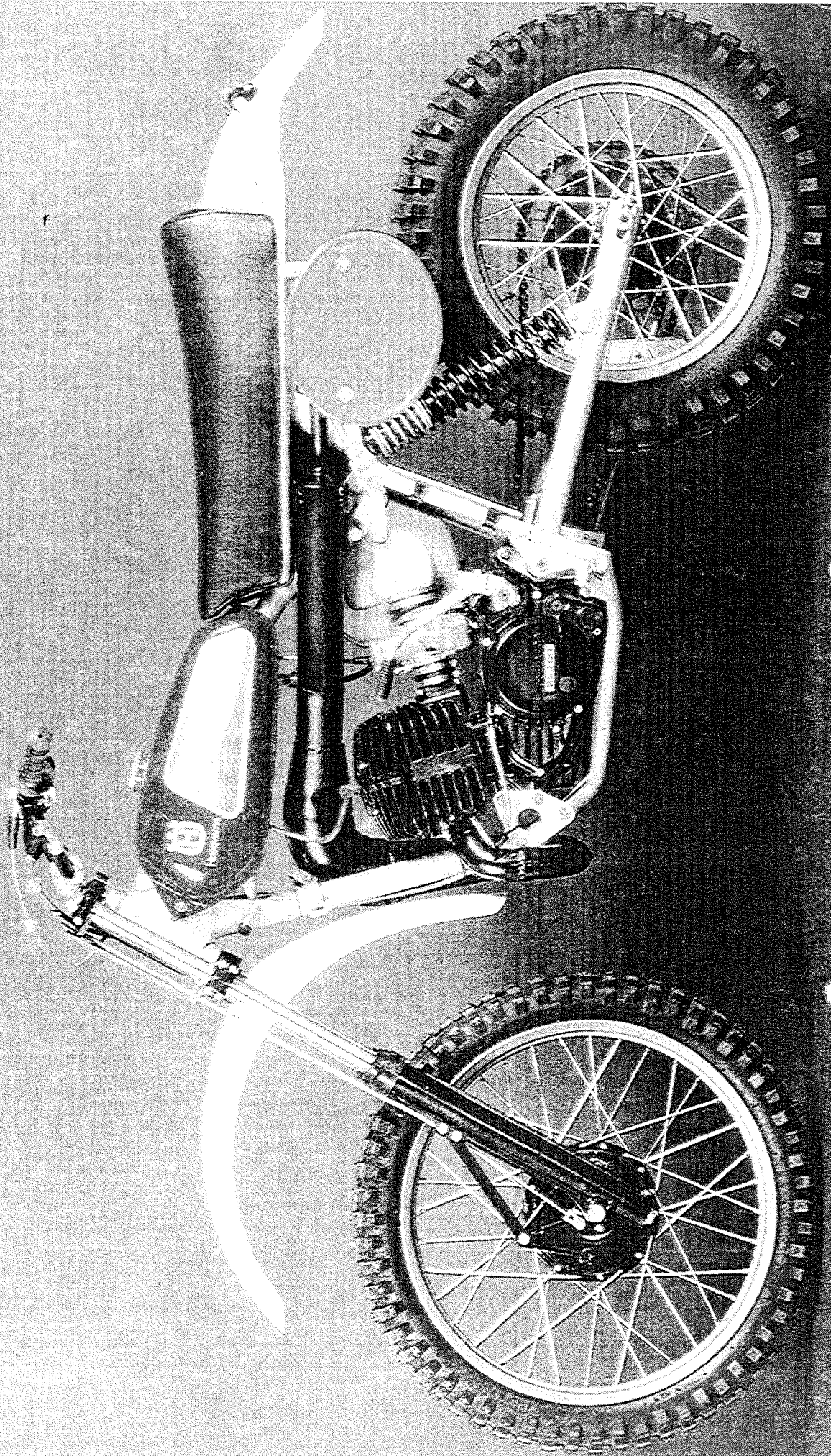
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Teckningar BILL BENNETT
— publicerade i samarbete med
Motor Cycle News

HUSQVARNA 250CR MOTOCROSS





Features:

New design: cylinder, wider power band, improved cooling. High pressure die cast magnesium in crankcase, side covers, air filter housing, front and rear brake plates. Forged piston with single chrome plated steel piston ring. Timken steering head bearings. Completely new G.P. typ swing arm. New rear wheel, featuring new

wider Husqvarna hub and new wider 17 in rim. Exhaust pipe with built in silencer. New folding kickstarter. Polypropylen fenders. Light alloy gas tank. Light weight heat treated handle bars. Silver plated big end bearing. Chaintensioner.

Technical Specifications

Engine:

Single cylinder 2-stroke
Displacement: 245 cc
Bore & Stroke: 69.5 x 64.5 mm
Compression Ratio: 12.3

Power Transmission:

6-speed motocross gearbox
Clutch: 6-disc light alloy
Chain: 5/8 x 1/4 in
Primary Transmission: 29/70 = 2.41
Gear Ratios: 1st 24.0, 2nd 18.1, 3rd 14.4
4th 12.1, 5th 10.2, 6th 9.0
Secondary Transmission: 11/53 = 4.8

Fuel:

Gas/oil mixture 1:25 (4%)
Tank Capacity: 2.1 US gal (7.8 lit)

Carburetor:

Mikuni 38 mm

Electrical:

Motoplat CDI

Frame:

Chrome moly tubing, heat treated.

Rear Suspension:

New heat treated swing arm in needle bearings. New type 380 mm gas filled Girling shocks with 143 mm stroke. Travel: 10.0 in (254 mm)

Front Fork:

Forward mounted Husqvarna with die cast sliders and improved damping system. Travel: 9.5 in (242 mm)

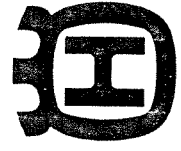
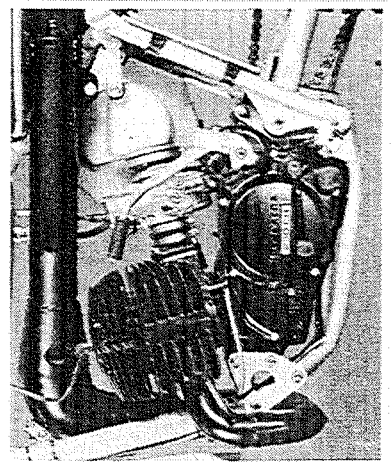
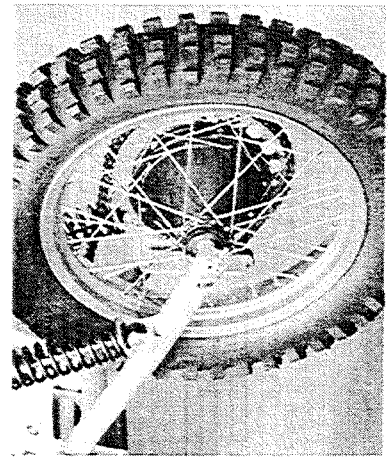
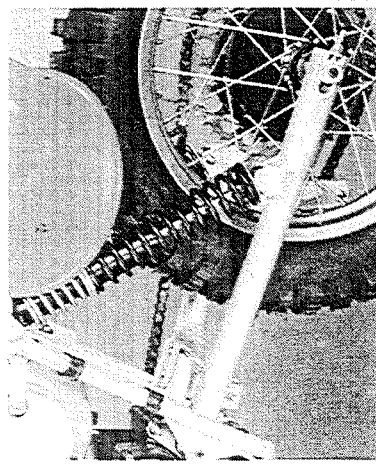
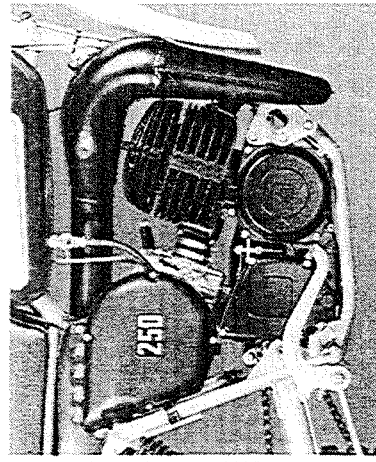
Wheels/Tires/Brakes:

Front: 3.00 x 21 in - 160 mm brakes ϕ
Rear: 5.00 x 17 in - 160 mm brakes ϕ
Rims: Light alloy

Dimensions:

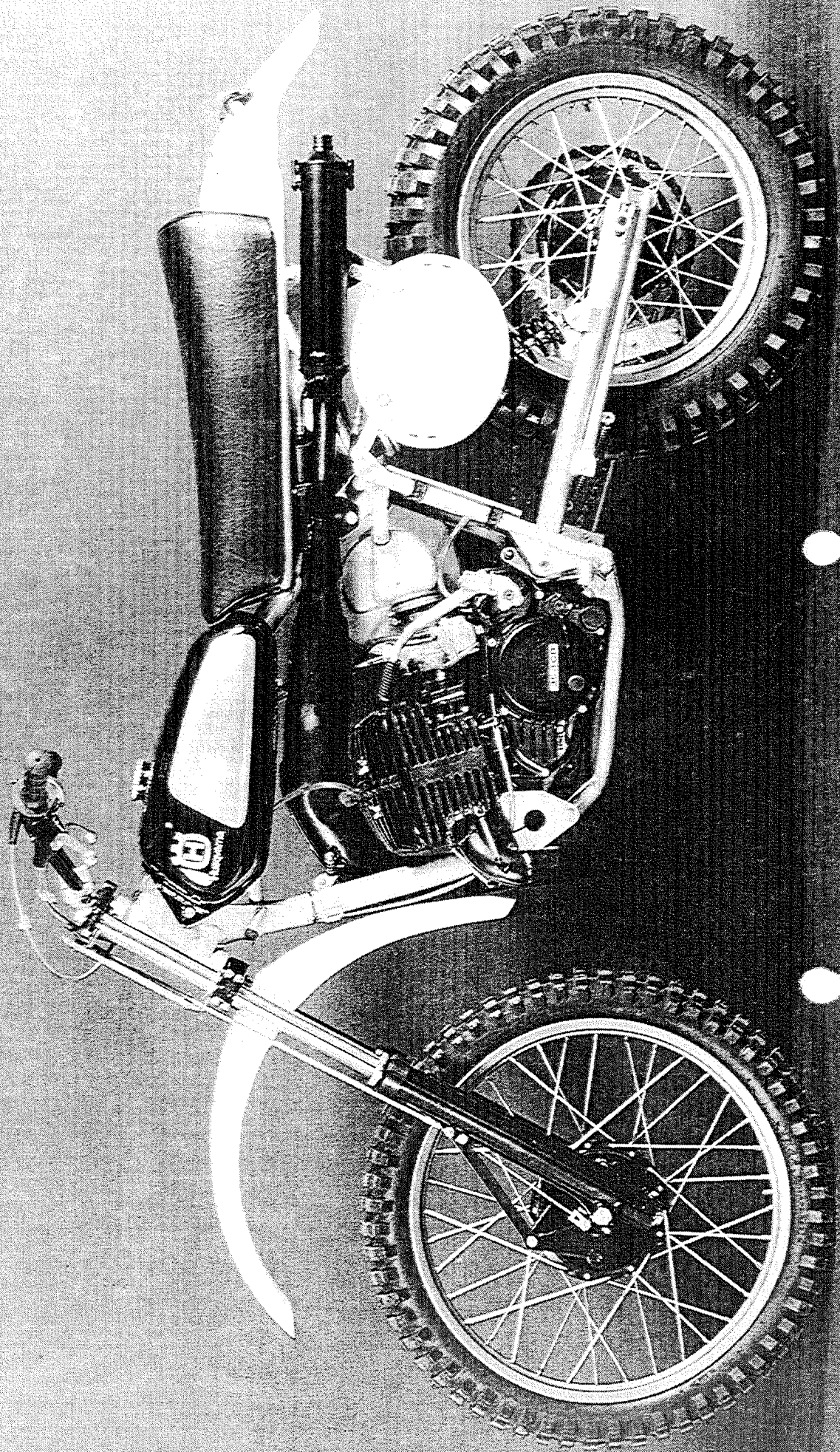
Length: 2155 mm (85 in)
Height: 1200 mm (47.2 in)
Height at Seat: 927 mm (36.5 in)
Groundclearance: 310 mm (12.2 in)
Wheelbase: 1455 mm (57.4 in)
Weight: 101 kg (222.6 lbs)

Specifications subject to change without notice.



Husqvarna

HUSQVARNA 390CR MOTOCROSS



Features

High pressure die cast magnesium in crankcase, side covers, reed valve housing, air filter housing, front and rear brake plates. Forged piston with single chrome plated steel piston ring. Timken steering head bearing. Completely new, G.P. type swing arm. New rear wheel, featuring new wider Husqvarna hub and new wider 17 in rim.

Lighter exhaust pipe with built in silencer.
New folding kickstarter.
Polypropylen fenders.
Light alloy gas tank.
Light weight heat treated handle bar.
Silver plated big end bearing.
Chain Tensioner.

Technical Specifications

Engine:

Single cylinder 2-stroke
Displacement: 384 cc
Bore & Stroke: 83 x 71 mm
Compression Ratio: 11.5

Power Transmission:

6-speed motocross gearbox
Clutch: 6-disc light alloy
Chain: $\frac{5}{8} \times \frac{1}{4}$ in
Primary Transmission: 30/68 = 2.27
Gear Ratios: 1st 19.1, 2nd 14.4, 3rd 11.4, 4th 9.6, 5th 8.1, 6th 7.2
Secondary Transmission: 13/53 = 4.08

Fuel:

Gas/oil mixture 1:25 (4%)
Tank Capacity: 2.1 US gal (7.8 lit)

Carburetor:

Mikuni 38 mm

Electrical:

Motoplat CDI

Frame:

Chrome moly tubing, heat treated

Rear Suspension:

New type heat treated swing arm in needle bearings.
New, external chamber type Öhlins gas shocks.
Travel: 10.0 in (254 mm)

Front Fork:

Forward mounted Husqvarna with die cast sliders and improved damping system.
Travel: 9.5 in (242 mm)

Wheels/Tires/Brakes:

Front: 3.00 x 21 in - 160 mm brakes ϕ
Rear: 5.00 x 17 in - 160 mm brakes ϕ
Rims: Light alloy

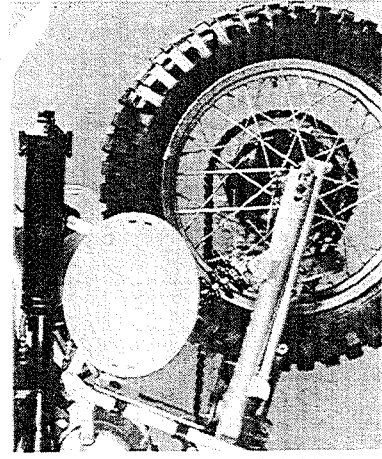
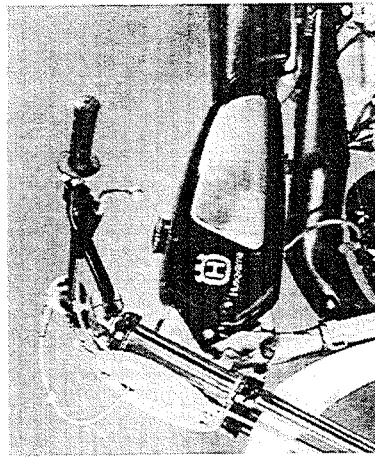
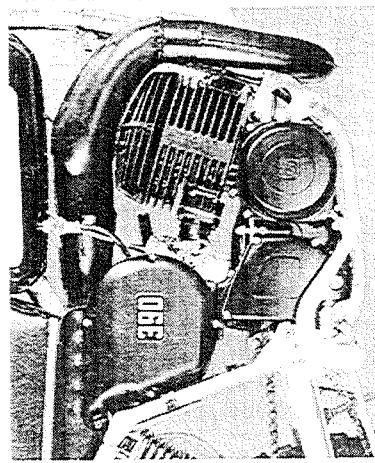
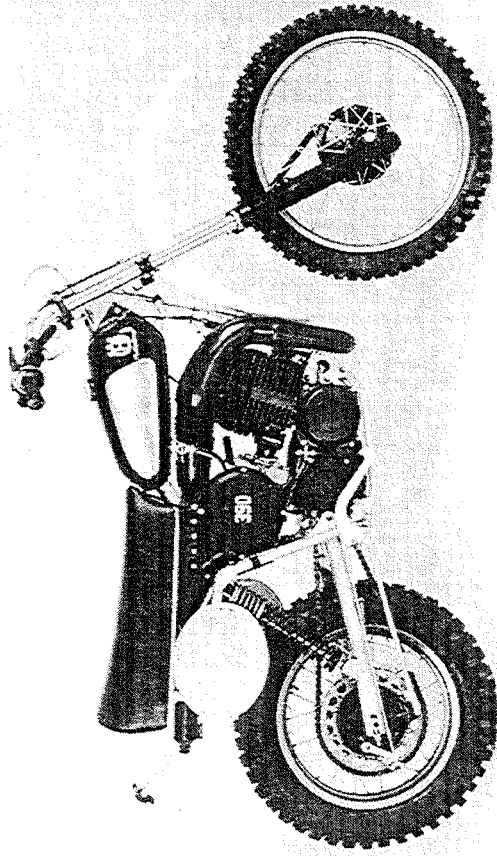
Dimensions:

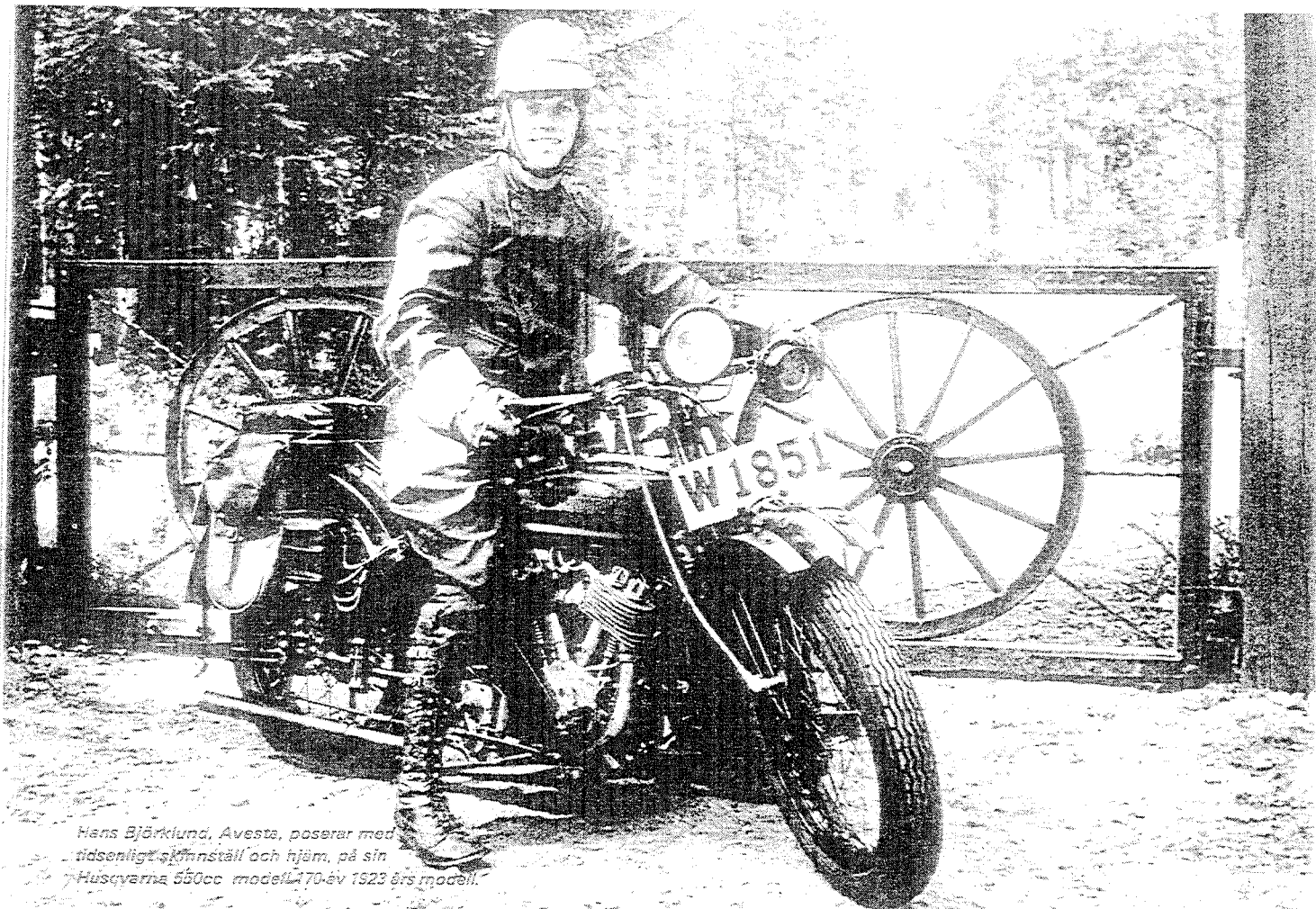
Length: 2155 mm (85 in)
Height: 1200 mm (47.2 in)
Height at Seat: 927 mm (36.5 in)
Ground clearance: 310 mm (12.2 in)
Wheelbase: 1455 mm (57.4 in)
Weight: 105 kg (231.8 lbs)

Specifications subject to change without notice.



Husqvarna

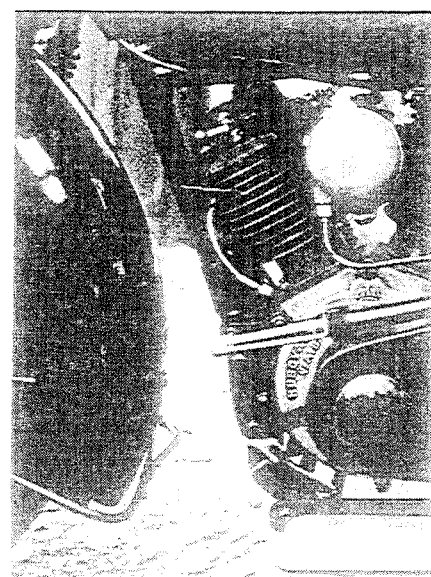
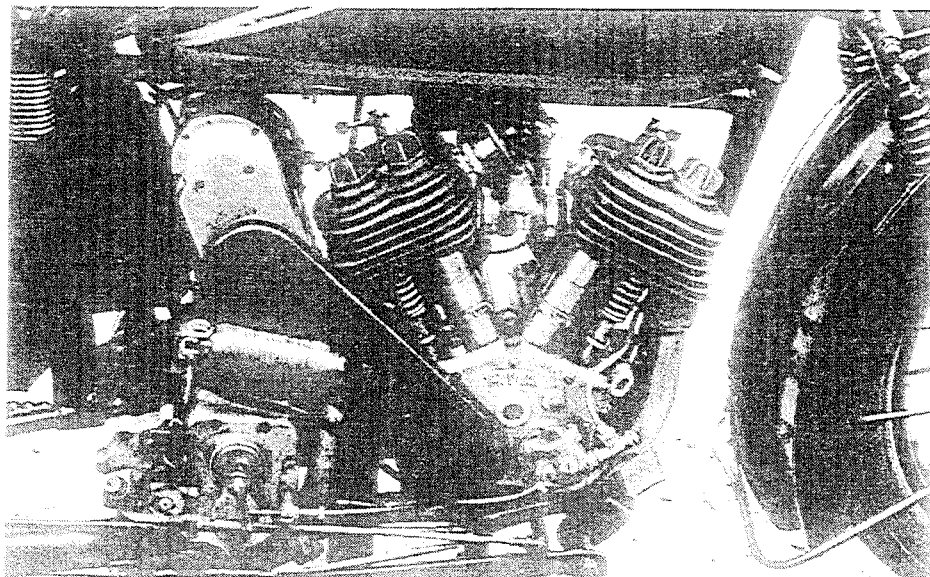




Hans Björklund, Avesta, poserar med tidsenligt skjönstäl och hjälm, på sin Husqvarna 550cc modell 170-år 1923 års modell.

Husqvarna 170 1923

Husqvarna Vapenfabrik AB hade år 1896 införlivat cyklar som sina övriga tillverkningsgrenar och började så tidigt som 1903 att experimentera med motorcyklar. Fram till 1913 var det litet intresse för motorcyklar i Sverige. Men det året skedde emellertid motorcyklismens genombrott i Sverige.



Motor 2-cyl, 4-takt, cyl.volyym 550 kubcm, slaglängd 65 mm, cyl.diam 65 mm.

THE MOTORECYCLES OF SWEDEN

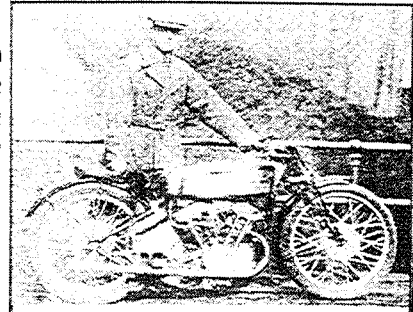
by Brian P. Lassins



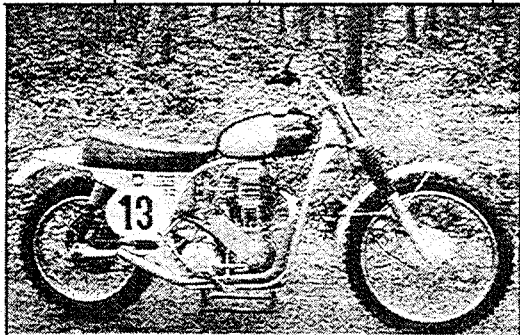
Although I personally don't own a Swedish motorcycle, I thought it might be an interesting subject for this month's piece on European motorcycles.

Founded in 1903, the motorcycle division of *Husqvarna Vapenfabrik*, an arms manufacturer since 1686, became the most famous and successful of the motorcycles from Sweden., producing the *Husqvarna*, affectionately known as the Husky. The first machines were powered by NSU and FN engines until 1920 when the first 550 cc side valve, V-twin engine was used. Through the final production year in 1936 of the large capacity engines, Husky 500 and 1000 cc power plants were used. and, when needed, Sturmev-Archer J.A.P. (John A. Prestwich) motors were utilized.

Right from the start, *Husqvarnas* were continually successful in Grand Prix and Endurance races, coming in 3rd at the Swedish Grand Prix of 1930. The 1935 GP race bike pictured weighed in at a mere 282 pounds, thanks mainly to an engine made



1935 Husky 500 Racing



1960 500 Four Stroke
Monarch of Motorcross

from light alloy magnesium, giving the bike the ability to set a lap record of 81 mph at the 1935 Tourist Trophy Race. This extraordinary machine was updated with telescopic forks and was raced through 1960.

Starting in 1936, for reasons unknown to me, production switched from large capacity machines to 98 cc lightweight two stroke ring dings. These sold well, and as most European bike companies was apt to do, *Husqvarna* got heavily involved in the race world for international recognition. Successful in the 250 and 500 cc classes, thanks mainly to manager Bror Juaren, twelve (12) motocross titles were won by the firm. Being a different type of governmental system, *Husqvarna*, was "requested" by the Swedish government to produce a military motorcycle in the early 1970's. One specification being the bike must be easy to ride

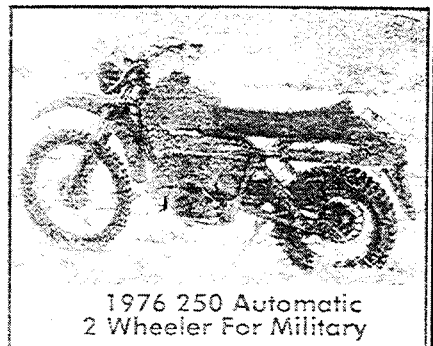
for the heavily laden and most non motorcycle riding soldiers. The response to this was an automatic transmission equipped off road bike that was simple and reliable, even being issued with detachable skis for the heavy winters.

The Cagiva Motorcycle Group purchased *Husqvarna* in 1986 and the last of the Swedish built bikes were produced the following year. To this day Huskys are still being built, however on the other side of the European continent in Italy, it's two and four stroke off road machines are still winning motocross and enduro competitions. So, I guess an Italian made Swedish motorcycle is better than none at all!

Another famous (I guess if you're from Scandinavia) marque from Sweden is the *Monark*. The company first built the machines in 1913, 250 to 600 cc Blackburne engined singles. During WW II *Husqvarna* powered *Monarks* were used in the Swedish army, being 500 cc four strokes. As with *Husqvarna*, after the war, production was shifted to smaller off road bikes and by the 1950's *Monark* became the leading producer of motorcycles in Sweden., Production through the 60's and 70's was mainly 50 to 175 cc lightweight bikes and in the slowing motorcycle market of the mid 70's *Monark* folded.

Most other Swedish makers, *Apollo*, *Lito*, *NV (Nymans Verkstader)*, *SOK (Svenska OK)* or *Typhoon*, for example were short lived lightweight motorcycle manufacturers. The *Rex* was produced from 1908 to 1957, making it no flash in the pan, the bikes being 350 and 500 cc Japanese powered models. They even produced a battery powered commuter bike during WW II.

Well, just thought I'd bring up a few makes you may have never heard of, as world wide motorcycle manufacturing consists of a wide range of machines. And remember, no easier or cheaper approach at repairs is better!



1976 250 Automatic
2 Wheeler For Military

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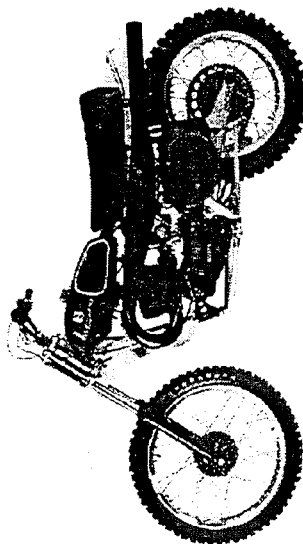
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Dave Friedman photo/Don Engle Archives

Forest Stahl's Husqvarna

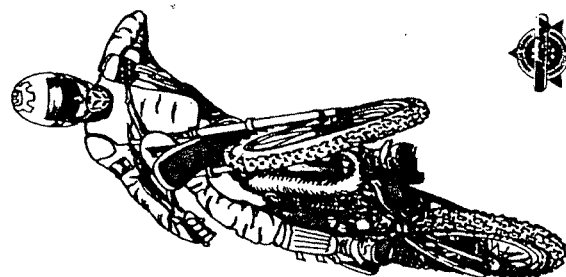
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