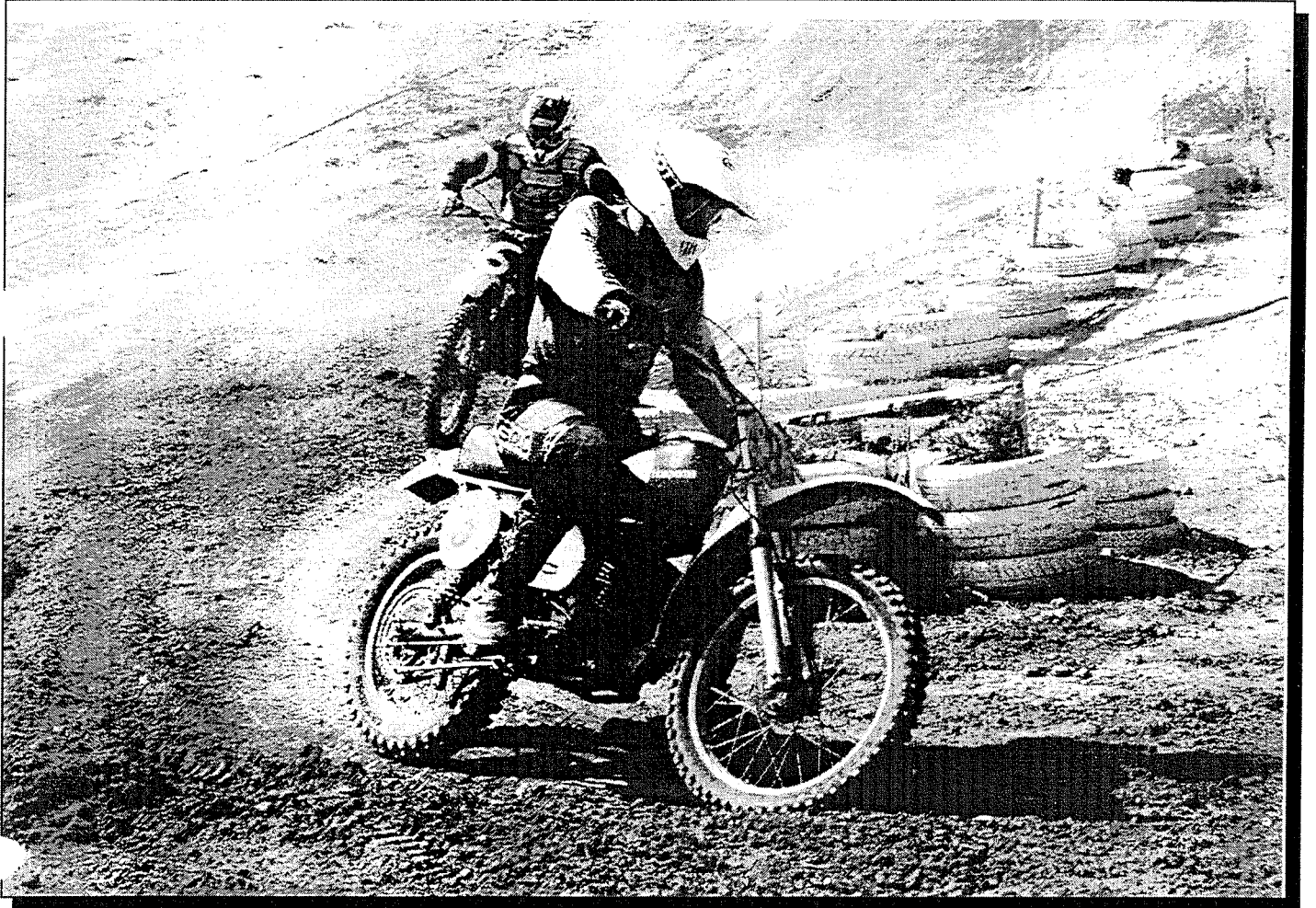


Husqvarna Report

10th Newsletter for the Husqvarna Motorcycle Club - Dec 98 - Jan 99

Club membership info at 304-267-6471 or <http://www.intrepid.net/~husky/hustest.html> or e-mail husky@intrepid.net

Italian Vintage Husqvarna



Alberto Barsotti races his 76 360 Husky at a vintage event in Italy - September 1998

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Huskys Italiano

Alberto Barsotti has been a Husqvarna motorcycle rider and restorer for many years. He lives in Montevarchi, Italy and has been an avid collector of most models between 1969 and 1987. He is typically competing on a vintage Husky even when he is racing against the modern classes because he enjoys the thrill of demonstrating how competitive these world class winning older Huskys can be.

You can reach Alberto at:

Albero Barsotti
via Ossala 1/A
52025 Montevarchi AR
Italy
or e-mail AbarsottiUSA@yahoo.com
or fax 055-901173

Alberto writes the following article on Husqvarna in Italy:

The subject I would like to tell about is the history of Husky here in Italy.

1960-1968 First Huskies appeared

Although the beginning of motocross in Italy started in the mid fifties the first Huskys appeared on the tracks in the early sixties. The first one was a 500 cc four stroke which won the Italian Championships in 1962, '63, '64 and '65. By that period the most common bikes were Gilera, Bianchi, Matchless, BSA and a few others. After 1965 some two stroke Huskies were seen on the tracks but still they were not in great number compared with CZ's, Bultaco's, Montesa's, Ossa's and MAICO's. By the way no Husky importing official organization existed in that period. As far as I know the few Husky in Italy were bought directly at the factory in Sweden.

1969-1974 The Husky boom

The boom took place at the beginning of the seventies; the movie "On any Sunday" was very popular among motocross supporters. By the way in Italy this movie had a different title : "The rally of champions".

On the tracks MH and MI series were up to 50% of the total number of bikes. In the cover sheet of the most common magazines, as well as in many advertising Huskies were always shown. The other bikes were still CZ, MAICO, Bultaco and Montesa while British bikes were almost disappeared. KTM started to compete in the 250 cc class in 1972-73. The Japanese's, despite Robert's world championships, were still not imported in Italy due to commercial restrictions concerning trades with Japan. The first Japanese's on the tracks appeared on the year 1975 in the 250 cc class. Husky's boom, in terms of share of the market, continued until 1974, after having won 5 Italian championships in the 500 cc class and 4 in the 250 cc.

All in all we can say that Husky was the most successful brand in the early seventies in the 250 and 500 cc classes. 125 cc class was almost entirely a question among SACHS equipped bikes.

1975-1981 The start of the decline

Since 1975 Husky's Italian market started to decline; smoothly at the beginning, very sharply after 1976. Mikkola's popularity did not help.

It is not easy to give a well grounded explication of such a change in the riders preferences. Motocross reached the top, in terms of numbers of spectators at the different events. Many young kids dreamed off road 50 cc bike as parent's present, after primary or secondary school.

I remember myself, at the age of 12 (I am 36 now), riding a 50 cc bike in my mother's garden creating enormous berms and making my quiet cats very disappointed (unhappy).

Despite this favorable situation Husky sales were very low: Husky importer changed three times in those years, while, for instance MAICO's importer had to unload the bikes, arriving from Germany, during the night since the riders tried all the ways in order to get the new models first.

Another signal of Husky difficulties was the fact that Huskies were very unlikely to be seen at regional races where private pilots, who bought and paid their bikes, preferred to use the more reliable and low maintenance MAICO's, KTM's as well as small Italian brands like SWM, Villa and BETA, which, perhaps were almost unknown in the US. By the way Villa won the Canadian Championship in 1975 or 1976.

It may also be interesting a price comparison among different brands. Here a table summarizing January 1976 prices, in Italian lira (I don't know the change rate with the US dollar in that year). As a reference one can consider that the price of a magazine similar to "Cycle World" was 600 Italian lira.

	125 cc	250 cc	360 / 400 cc
Husqvarna	-	1.330.000	1.450.000
Maico	950.000	1.280.000	1.380.000
CZ	-	1.250.000	1.300.000
KTM	1.100.000	1.260.000	1.350.000
Bultaco	1.100.000	1.297.000	1.380.000
Montesa	1.080.000	1.200.000	1.340.000
Villa	1.100.000	1.190.000	1.229.000
Beta	-	1.050.000	1.150.000
SWM	1.220.000	1.340.000	-
Puch	-	1.350.000	-
Suzuki	1.300.000	1.400.000	1.500.000

1976-79 were also the years Laverda (the famous Italian road bike brand) became the Husky importer. A commercial agreement was reached in a way that, while cr models were imported directly from Sweden, the enduro models were

assembled in Italy using some Swedish items like the engine, the air box and a few other parts.

Husky's last Mx success was the unexpected winning of the 500 cc Italian Championship in 1976 with the 360 cr and the 390 cr in the last races.

1982-1987 Continuing with two shock absorbers

The eighties were without any doubt the darkest years of motocross in Italy. Husky made no exception and, the chronic market difficulties, the motocross falling popularity and the massive presence of Japanese bikes gave the last strike. We all know the fate of the European brands : in few years all European original brands disappeared. At the end of the eighties only KTM had its own original organization and ownership.

In these years Husky did not get any significant result in Mx events and was almost disappeared on the trucks.

Some interest grew around the four stroke models but it was too late to avoid Husky crisis and too early, in terms of market demand, if we look at the significant success of four stroke enduro's nowadays.

Actually Enduro races, where the Japanese's were not involved, gave to Husky some positive results, but it was not enough.

Is worthy to mention the almost unknown Husqvarna 800 cc two stroke (the desert rocket), whose engine was the result of coupling two 400 cc units. This bike, which has never been on the market, appeared at Milan exhibition in November 1995 : it was Husky answer at the fast growing interest in desert endurance races like Paris - Dakar etc..

In 1986 Cagiva took over all original Husqvarna activities concerning off road bikes.

At the end of the next years all bikes will be completely built and assembled in Schiranna (North Italy).

From my point of view this is the end of my interest in Husky bikes. I feel more close to Husky the early Husaberg's than the Cagiva-Husqvarna ones. By the way in 1990 I bought a brand new 500 cc four stroke enduro Husaberg which is part of my present Husky collection.

Husqvarna's Italian Mx palmares

250 cc Class		500 cc Class	
Year	Driver	Year	Driver
		1962	E. Ostorero
		1963	E. Ostorero
1964	E. Ostorero	1964	E. Ostorero
1965	E. Ostorero	1965	E. Ostorero
1966	E. Ostorero		
1971	G. Cavallero	1971	G. Cavallero
		1973	P. Piron
		1976	I. Forni

Husqvarna's Italian Enduro palmares

	250 cc Class	500 cc Class	four stroke
Year	Driver	Driver	Driver
1982	Brissoni	Andreini	-
1983	Brissoni	-	-
1986	-	-	Andreini

In 1986 Andreini also won the Enduro Six Days which took place in Bergamo (Italy)

P.S. I hope these notes will be of some interest among Husky enthusiasts.

I kindly ask you to mention my friend **Luciano Caselli**, also a vintage bike collector, for the valuable help in giving me some information concerning Enduro races.

Ciao

Alberto

1998 Elsinore Grand Prix - as reported by Phil Harvey - pharvey@home.com

Hello Husky Club, here are various pics I took Saturday 11/7/98 before and during the vintage race. David Fisher on a 400 Husky won after passing John DeSoto on the last lap. They were never too far apart the whole race. John LeFevre was 3rd place with JN Roberts placing 4th. Malcolm broke his leg a couple weeks ago in Canada, so he was out. It rained hard Saturday nite and on and off Sunday , so Sunday's racing were real muddy.

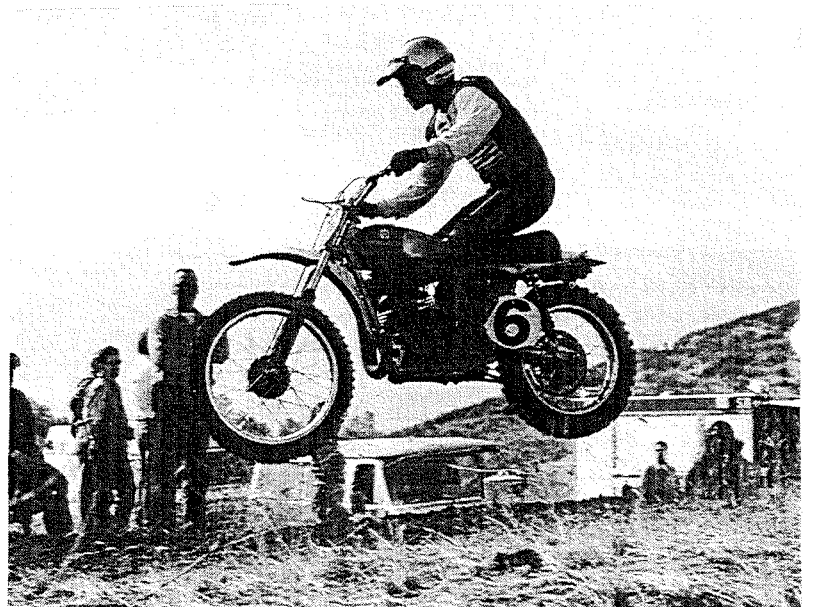
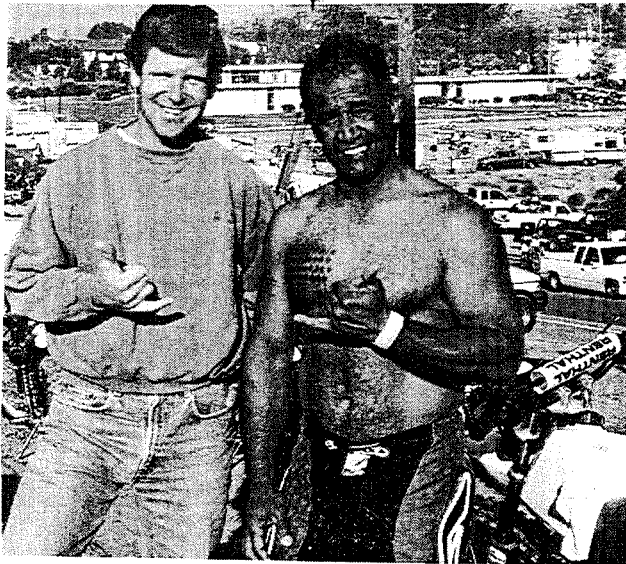


Photo captions clockwise, start upperleft: 1. Phil Harvey and John Desoto 2. JN Robert's son, John Desoto, JN Roberts, John Lefevre - fast, cool dudes! 3. Lefevre (6) flies on Saturday's vintage Expert race. 4. JN Roberts (2) cooking on Saturday's vintage race. Vintage Husky supplied JN's Husky race bike.

Megaclassified

Lot's of Husky Parts - new and used, heads, wheels, frames, pipes, forks, pistons, cylinders, airboxes, carbs, rod kits(early 250 style I-beam - \$150), ignitions, tanks, Call Rick in Ohio at 216-486-9075

73 360RT for parts or restoration, #SK407, correct orange tank, no lights, \$175 obo Toronto Ontario, Call Steve 416-281-8848

76 Husky 360WR for resto or parts, spare engine to go also, Call Steve 416-281-8848

Husky crankcase halves, 125, 250, 390, #2061, 2062, 2036, 2065, + more, make offer, call Steve 416-281-8848

Wanted: Cagiva dirtbikes, complete or parts, dealer inventories, shop manuals, partsbooks, microfiche, Logo'd riding gear, etc. Call Brian in CA at 714-649-3422 or cw1catman@aol.com

Wanted 1975-76 250WR call Anthony in Ontario, CA at 909-986-0181.

Parting out 430's - 81,82,87 430 Huskys for parts call Rick in Ohio 216-486-9075

Wanted 73 250 or 360 WR/RT call Anthony in CA at 909-986-0181.

For sale or trade - 73 Husky 250WR with a CR pipe and front end, runs but needs crank seals, \$350 **390 Auto** engine frames for 75, 80, 81. Want **390 engine or 430 engine** Call Jeff 801-957-1031 Utah

For sale - **Full Bore 80wt** gear box oil \$3 per can. Cans are in excellent condition. Call Scott in PA at 717-566-7481 after 6 pm

Wanted 1982 Husky CR250 in good to excellent condition. Please call Scott in PA at 717-566-7481 after 6 pm.

1971 Husky 360cc 8 speed. Excellent condition, motor rebuilt by old husky dealer. \$1000 or B.O. Youngstown, Oh. 330 448-8118 JRober7018@aol.com

1972 Husky 450 roller that needs assembled. motor rebuilt by husky dealer (\$450). lost interest \$300 or b.o. 330 448 8118 Youngstown Oh. JRober7018@aol.com

Wanted - Project 74 250 cr for under \$500. Located in Virginia or adjacent state or from someone willing to ship. contact Perry Bradshaw at (804) 834-3684 or by mail at Perry Bradshaw, po. Box 202, Waverly, Va. 23890.

for sale 1994 360 CR given to John Kocinski for winning Laguna Seca by Cagiva. Factory parts and suspension on it. looks great runs even better. \$3,000 also a big box or new parts

for the bike cylinders, heads, pistons, gaskets, levers, new chrome FMF pipe and silencer/spark arrester and much more \$1,500. Terry located in N. California (209) 369-1667 or huskyguy@softcom.net

Wanted a 430 engine for an 87 430XC complete or partial please call 423-928-3597

Husky Rings - Lot's of NOS Mahle, Husky rings std, oversizes call Rick in Ohio 216-486-9075

Old Husqvarna Motorcycles wanted, also parts inventories, signs, literature, tools, service manuals, any condition, complete or partial, 1970 or earlier, call Craig in West Virginia at 304-267-6471 or e-mail at husky@intrepid.net

Need front brake rotor disc for 1996 125WXC, does anybody have a Brembo part number for this that would allow me to possibly order from Brembo dealer, need help, e-mail - Dick Postma <dpostma@qnet.com>

For Sale 1978 Husqvarna 250 OR. Runs very good, a fast bike, is capable of racing, well taken care of, cracked rear fender, a great bike, asking \$650 will negotiate. Please reply at paulfuhrman@yahoo.com or call at (618)473-2689

1996 wxc 250 purchase AUG.1997 ex- condish fmf pipe & silencer, powdercoated frame new- tires, seat cover, grafic, tires, o-ring regina gold, f&r sprockets, temernator T&C cables, moose brake pads, applied tripple clamp, moose hi-cr bars, wisco std. piston, enduro eng. bark busters \$2,900 call KIRT LYNCH phone 904-247-1622 1860 mayport rd., atlantic beach, fla. 32233 e-mail camen@southeast.net

Wanted: Does anyone have or know where I can get outer fork wipers for my 74 Husky 250WR. New ones preferred. Husky called these scratch casings in the parts book. I believe these were used on all models for a few years before and after 1974. Chris Olsen 619-420-7123 email: colsen@sdcoe.k12.ca.us

Wanted - owners manual for **1983 or 1984 Husky** e-mail husky@intrepid.net or phone 304-267-6471

FOR SALE 1986 Husky 125cc. This bike looks good and runs good!!! needs little work. Great for collectors or go racing. \$1000 or trade for japanese motorcross bike. Call Brian @ 770-954-9291 before 9pm est. or email Mrfixit098@aol.com

Wanted - 1970 Husky 360C Sportsman SHxxxx in good condition, but will consider all. Please contact Craig At husky@intrepid.net or call 304-267-6471

Wanted: for '74 Mag 250- NOS rear sprocket, stock rear shocks (13" Girlings?) in good shape/or good used Works shocks if someone has 'em. Contact Andrew- andrewm@experience.org (425) 990-7013 / (206) 923-1094

1983 Husky WR250 parts need stator and rotor e-mail - dandboo@theramp.net

Husqvarna 250-360 wr -91-97 köpes krav bra skick svar till Mikael.n tel 0920 229761

1974 Husky 400 WR for sale. Original owner, garaged, runs good, low hours. Bike is all original except for Mikuni Carb Kit (Still have Bing, never used), 73 Air Cleaner Kit (Still have orig 74 plastic one, also never used), and Work's Performance Shocks (Sorry, Girlings gone). Have owners manual, special tools w/bag, and many other extras. \$1000 Firm takes it all. Will not sell any items separately. Located in Ventura County (Southern California). Call (805) 987-1079 Mark

93 CR 250 HUSKY one of only five imported in the USA. FMF pipe, rethar bars, excel rims, michelin tires and a Ohlins rear shock. exceptionaly fast, not for beginners! a must for any Husky collection! certificate of origin and owners manual. this is the fastest motocross bike you'll ever ride! \$2500 contact Larry Stahl at stahlhus@gateway.net or 770-477-4837-please no calls after 9 pm central time

looking for a **clean yellow tank for my classic 125** racer. It is a 72-74 125cr. Steel is ok, aluminum is better. Also, any AHRMA "classic" legal expansion chamber. Thanks, see you at the Nationals. John Ziska classic 125 expert 96. (216-267-6628 email - MOTOZ479@webtv.net , Ohio.

1996 WXE-610. Brand new! Never ridden! \$5200. Call 925 443-8047.

For Sale Or Trade: husky parts 70-79 frames, forks, engines, wheels mag stuff at a good price. Also need femsa electrics for 70 400cc monteij@juno.com 714 832-0585

Wanted repair manual for **Husky 1983 CR500** e-mail danski@nothnbut.net

1976 WR 250 Husky chasis complet less motor and pipe. Good condition. In Denver CO. \$200. Contact dwilson@ucar.edu, Phone 303-497-8075(W), (H) 303-939-8236. Dave Wilson

Wanted - air filter for a 1979 430 Husky. Contact dwilson@ucar.edu, Phone 303-497-8075(W), (H) 303-939-8236. Dave Wilson

1987 430XC Husqvarna, very nice bike, \$600 obo call Billy Dunbar in Johnson City, TN 423-928-3597

1982 430 CR 6 speed, 1985 xc complete chasis, 1988 gear sets, 430 2nd over nos piston, speedos , drives, 87 430 auto crankcase set, lots more Husky stuff , i want to sell as a lot if possble for \$1500 , call Mitch Davis in TN at 931-455-5707

Looking for a **1974 or earlier Husky 250** motocross bike (restored or complete). Thanks, Dal Aymond, alton@linknet.net (318) 339-9971

Looking for a Hooker Header exhaust pipe for a 1972 Husqvarna 125. Reply to John Sherry at sherryk@jps.net.

87 husky 430 srd power forks chrome uptight racing pipe fresh ceet cover rental bars rk roller chian a1 plastic blue powder coated motor dunlop rubber very fast and reliable bike but heres the catch needs clutch and 3ard gear i can fly it but cant repair it e mail rick rst@extremezone.com mesa, az,

WANTED; 1971 Husky 400 bottom end in useable condition and reasonably priced. Can anyone out there help me out? Email me at MOTOMAV@aol.com

72 450wr with title. Apart. Engine intact and ran when received. Frame has been painted. Tank in decent shape with some chipping paint. Seat in good shape as are fenders. New bars, number plates, grips, brakes. Rear hub painted. Rear wheel unlaced. 73 250wr with title. Apart. Engine locked, head off. Some parts missing from this one. Lost interest. \$500 for both or obo. Will not separate or ship. E-mail bentwheel@prodigy.net Sterling Hgts., MI 810-254-0083

Husky frame 1970 4 speed right side shift frame swing arm, old Koni shocks, left side foot brake lever is there, side stand, and also front forks, rusty tubes. Any body need this will take \$50 you pay shipping. Alloy tank, orange(original) with large old style Husky crest, enduro type tanks, probably 1970's. also aluminum tank pre productin alloy tank slim MX with tab on back of tank like the late 60's early 70's tanks. Will take 125 each. e mail askhenry@aol.com, or call 954-472-1743

1971 360 Husky Enduro eight speed . It is marked Sept 71 Has frame S11836 with engine 37xxxx8s. It now runs and seems to be very strong. I am looking to sell this bike if you would know anyone who would be interested in it. I will try to send a photo along with this email. Bob Deibert ,Po box 166 Hamburg, Pa,19526 - Dnbcats@aol.com

wanted,standerd bore piston for Husqvarna 1986 two stroke enduro email mmooijer@bc,sympatico.ca phone 250 496 5985 canada bc

1973 Husqvarna WR 360 Completely rebuilt to stock condition. Fresh paint in original maroon color. Repo fenders, Boge shocks. An excellent specimen of this classic motocross bike. Located in central Kansas. \$1300 Tracy Presnell adnet@mpks.net 316-241-1515

1971 Husqvarna 360 Cross Completely rebuilt to like-stock condition. Fresh paint in original red color. Repo fenders, Boge shocks, G.E.M. reed valve, Mikuni carb. Runs great! Located in central Kansas. \$1150 Tracy Presnell adnet@mpks.net 316-241-1515

Wanted 1987 Husky. XC 430 Motor,Carby,Pipe,Engine Plates and Ignition PHONE. AUSTRALIA 92503750 Address. 20 Stewartby cresant Viveash.Perth. Western Australia.6056.Email .chrisgaff@bigpond.com

Wanted parts for 1975 250cr need oversized new piston, cables, fenders, shocks, also have parts bike in poor shape good seat email with needs, gravityfeeder@hotmail.com Stefan 519 848 5141

Wanted - Husky 125 exhaust pipe for 74 125 SC/CR, please contact Chris at <vmx@vintagemx.com>

Wanted 88Auto engineer a sprag clutch set , fax 61-2-9600 4590 phone 61-2-9600 or e-mail Chris at 4688smespw06@sme.trg.army.defence.gov.au (CPL Chris G. Smith)

Wanted - complete magneto or just flywheel for my 1989 wr400 please email or phone john on (0144)1706 360174 united kingdom

for sale 1975 cr 250 excellent shape. motor# 2042 2304 frame ml04801 \$ 750 or trade for ? looking for smaller bike. please e-mail Tim at kjjy@gate.net

Wanted - a complete motor for a 1978 WR250, the motor number I currently have is #2066. Please e-mail me at hoyle@essex1.com Jeff

1987 Husky 125 for sale. The engine runs. Needs calipers & discs. Price: Best offer. Plastics are in decent shape. Easy restoration. location is Massachusetts and a phone number is 508-997-0668. Mike Or e-mail Eric at epp@mediaone.net

Wanted - Piston rings (or a piston kit) for a standard bore air-cooled Husky 510 TE (83-85/86) Call Jeff at 770-908-8819 or email at jhprocess@aol.com

1985 500CR & 510TE - 2 Husky's for sale. the 500CR is completely rebuilt, every moving part has been rebuilt- top end, bottom end, all engine brgs, swingarm & linkage brgs, whl brgs, frt brake caliper, clutch(steel drive plates), suspension-front and rear, new PVL ignition, clutch/water pump cover, brk shoes, chain & sprockets(o-ring), cables, master cyl. The 510 is lisc and reg for street use in LA , nds lights and blinks to be legal. \$1500 each. please call Michael @ 318-334-6217."michael " <m.beard@worldnet.att.net>

"**Wanted: Ohlins piggy-back dual shocks 15.5" to 16" eye to eye length. Needs rebuild OK, No junk, Body, shafts, and reserviors must be good. Prefer w/springs but rate not important. email Mark at mcorrell@rrmobile.com or call 419-886-5030 eves."**

Wanted: piston for Husqvarna 420/430 of the early eighties, standard bore (86 mm). Per Möller, <kawa3@hotmail.com> -

For sale: '84 Husqvarna XC500. Excellent condition, runs great, asking \$1,100 or best offer. Picture of bike at <http://www.nitpik.com/images/pictures/husky.jpg> Email: husky@nitpik.com

looking for a front & rear wheel in gold for a 78/79 cr390 have any? (nos) if so how much \$\$\$\$ thanks e-mail mm2694@aol.com

FOR SALE: 1987 Husky 430 Auto, very clean runs great, new rear tire and brakes. \$850. (610) 269-0703 E-mail rcarcell@erols.com

i need a piston and cylinder for a 1987, 430 husky, 2 stroke. 215-257-5741, tsalts@bellatlantic.net

1974 250WR #MK12102 in very nice condition, good tank and details \$595 obo , Kansas City, KS 913-334-2410...Ask for Jim Letellier or Jim Koenig, thanks Jeff

1974 Husky 250 Mag,6 speed,Circle F pipe,Works shocks,Vintage Iron fork mods,radial head,alm bars,powder coated tank,ridgeless Akronts,new modern Bridgestones,perfect seat/fenders/cables.Beautiful and fast.\$2000.(602)368-9823 or e-mail kev900sp@worldnet.att.net (Arizona)

1971 Husky 400, 4 speed,nicely restored with new seat/cables and paint,alm fenders,runs and looks great \$1200 (602)368-9823 or e-mail kev900sp@worldnet.att.net (Arizona)

Wanted: 1982 Husqvarna CR250 in good condition (anywhere in Eastern half of US) call Scott at 717-469-2402 (days) or 717-566-7481 (evenings) or e-mail to desmo888@mindspring.com

2 Perfect Huskys for sale, 1978 360 Cross Country. Perfect Shape, very lo hours. 1982 430 XC, very nice. All of original paperwork. Original tires. \$1,300 ea Tim E-mail LOVZELVIS@AOL.COM

WANTED - Husky 510TE E-mail Mike at mgartke@siu.edu

For sale: a pair of beautiful, "UNRESTORE" all original low mile 1979 Huskies, 390cc. One is an "OR", the other a "CR"! \$2400 or trade for 93/94 CR/YZ 250. Both bikes have original cables,fenders,grips, etc... Gilbert Arenaz <g.d.arenaz@m.cc.utah.edu>

Wanted for 1974 Husky 400WR:1. Gas tank (restored or good usable condition) 2. Foot pegs 3. Front Fender and mounts 4. Bing 36 mm, 5. Rear shocks, - although I am toying with the idea of buying Works Performance, but would prefer original stock (Girllings ??). e-mail Bill at <103245.1431@compuserve.com>

Wanted - Lindström, Flink, EG, ALA Silverpilen or Guldipilen delar for engine, ram , framgaffel, topplock, swing arm, bak ram, or literatur , e-mail husky@intrepid.net or call 304-267-6471

87 Husqvarna 430XL, excellent shape, fresh top end, rebuilt suspension, new plastic, \$1450(805) 643-9172

85 Husqvarna 500 2 strk, new tires, \$950 or best offer(818) 998-2147

93 Husqvarna 250, hardly used, \$1500 (310) 315-9555

83 Husqvarna 390OR, look & runs great, black w white fenders, must see, \$650 obo (310) 676-1557

87 Husqvarna 500, mint condition, \$1600 (760) 728-8434

73 Husqvarna 400WR Tracy Beattie specl New seat/fork seals. Desert tank.muser2@gte.net (805) 371-9676 \$500

84 Husqvarna 250WR, lights, new front tires rear, tool kit, 4.2 alumi tank, \$685 (909) 685-6196

84 Husqvarna 430CR, big bore, beatiful condition, scotch & ohlins sus kits, disc brake, Mikuni carburetor, mny xtras, spares, including whls tanks etc., unfortunately must sell, \$895 obo-lv

msg (909) 242-0334

81 Husqvarna 250XC excellent condition, \$800 (909) 685-0364

76 Husqvarna, runs good, \$300 (760) 868-4754 **72 Husqvarna**

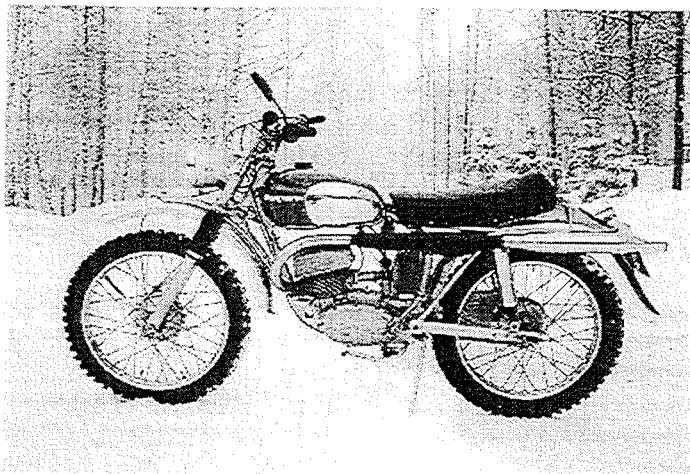
250cc but set up for 400class, nds some carb wrk, desert tank & reg tank, \$1200 obo (909) 849-374990 **Husqvarna 510**, 4

stroke, excellent condition, race tech suspension, \$1800 (760)

868-1380 **76 HUSQVARNA 250**, excellent, all orig, fast, \$550

or best offer call Berry at 714-848-5955 (714) 963-2411

82 Husqvarna 250WR, 6 speed, new tires, sprockets & chains, lks & runs great, \$795 or best offer (949) 369-7732 **88**



1964 ISDT HVA

Hi Craig!

Here is a little story with photo of my fathers Hva, maybe you can use it in the next club magazine:

Husqvarna Silverpilen Cross 1964

Owner Jukka Monto, Finland. These bikes were modified by Finnish importer Julius Tallberg Ltd, from standard modell to suit racing. They were very popular and also successfull in enduro, motocross and ice-racing (a Finnish speciality held on lake-ice track which is 1 - 2 km long and has both left and right side turns). Though modell was a top-class racing machine it was also used as standard road bike especially by young riders. This picture was taken in February 1997.

Best regards,

Juha

e-mail mtrenko@mail.htk.fi

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Dave Friedman photo: Don English Archives

Xcellent Letters

Kevin Grimes writes the following:

Hello Craig,

I have been very busy since we last got together at VMD Mid-Ohio.

The second annual ISDT/ISDE reunion was a great success as expected, hats off to Leroy Winters and Dick Mann. The enduro was both challenging and fun. I built a special bike to ride this year (pictures enclosed #102). A 1972 Enduro Special, complete with Sportsman fenders, muffler, Hella tailite, skidplate and headlite w/rock guard.

I also had the pleasure/task to prepare a bike for Malcolm Smith to ride. Malcolm rode my 76 360WR that I rode in last years reunion enduro.

This year I won a silver medal and needless to say, Malcolm took home a gold.

Malcolm is both a nice guy and a serious competitor. If he rides an event, he expects to win.

Enclosed are some pictures of both my bike and some enduro shots. Also find Issue #1 of Husqvarna's new publication "The Outside Line".

Kevin Grimes

901-755-1423

Hello Craig,

Just wanted you to know that I just saw your webpage RE Husqvarna Motorcycles. Fantastic! Congrats! A few things that might interest you. I was the first Husqvarna dealer in the Northwest US and one of the very first in the USA. (Husqvarna Northwest) I won over 268 first placde trophies on Husqvarna between 1966 and 1971. I know and have raced with some of the worlds best at that time. Bengt Aberg and Heikki Mikkola and Torsten Hallman are good friends and the list goes on. I helped put together the first crosscountry race that Torsten ever rode in the USA (He won) Interestingly on a visit to Sweden to the factory back in 1968 I met the girl who is on the picture on the Husky on your webpage. Her name was Birgitta Berlin in case you wanted to know. I am retired now and have been for many years. I am just getting into this computer thing and will soon have the ability to scan photos. I have thousands from the era. I now ride a Goldwing all over the country.

Best wishes to you and all your followers on the best bike ever built!

Warm Regards,

Lee St.Clair W7AX

(ex#87W)

971 Bear Creek Trail

Victor, MT 59875

<http://people.montana.com/~w7ax>

Don Goertzen <cjg@planet.eon.net> writes on parts sources for Husqvarna (Don is in Canada)

Hi Husky Club

Hi Flite in Santa Anna, California make good seat covers for Husky. I have them on both my bikes.

They have the following:

-seat foam and cover or just seat cover for 80 to 88.

-seat cover for 76-79 cover only.

any colour. They can be reached at

714- 979-4810.

Steven Hardaker writes the following:

Hello Craig,

I hope this is the type of thing that you wanted me to write as I am no Shakespeare.

While browsing the internet one evening I came across Craig Comontofski's web site, Time and Life of Husqvarna's of which I found incredibly interesting. Straight away one thing came to mind **MOTOPLAT IGNITIONS** of which probably 95% of Husqvarna's used this type.

Motoplat ignition systems have been used on Husqvarna's since the late 60's early 70's to the late 80's of which various designs were applied. The early systems were a 4 pole design aluminium flywheel with no light circuit. The next system was a 6 pole design with a lighting circuit (mini 6) there were two versions of this system the first being a single ignition output with three lighting circuits and the second design had twin ignition output coils and one lighting circuit, this one gave a better spark threshold off 480rpm. In the mid 80's the wr's were fitted with a four pole design with a steel flywheel and one lighting circuit. All external flywheel ignition systems excluding SEM that were fitted to Husqvarna are ALL repairable, anyway that's enough of the history lesson!

My name is **Steven Hardaker** and I run an ignition repair business, **Bradford Ignition Services** of which I have been rewinding and repairing motorcycle ignitions since the late 70's but I have only been repairing Motoplat ignitions for the last nine years. I had come across Motoplat ignitions prior to repairing them but the encapsulated resin put me off, until one day a customer came in with a Motoplat stator (mini 6) type my reply was I don't repair Motoplat ignition stators he then said, to my knowledge there is no one who can repair this type of ignition system, so it all started from there I had to find out what made them tick.

The next thing was, how was I going to promote my service because all the years Motoplat have been making ignitions for Husqvarna it has always been a known thing that when the stator breaks down it has to be replaced with a new one.

I have only really promoted my service around the U.K but over the last two years I have had interest from dealers all over Europe and a few in the States. So having seen Craig's web site it gave me this idea to let more Husqvarna owners know about servicing Motoplat Ignition Stators.

We have full test facilities for function testing all Motoplat ignition systems, so if you are experiencing ignition problems I will be all too pleased to help.

TEL(44) 01736 754522 or E-MAIL SHard38763@aol.com

Bradford Ignition Services

55 Guildford road

Hayle

Cornwall

TR27 5HU

U.K

From David Richardson in the Netherlands -

mdrjdr@yahoo.com

This was my first 125GP to attend. The track was wide open and fast; traction was great; and those 125s really screamed! The defending champ, Alessio Chiodi and his Husqvarna dominated

both motos. Nobody could touch him. The Italian started out in fifth place or thereabouts in both and quickly moved to the front and never looked back. He really pulled away from the field in the latter minutes of the final moto. A wild card entry, Dutchman Remy van Rees on a Kawasaki, was hot and took second in the first moto and a top ten in the second. He stayed close to Chiodi during much of the first race. Number Three, Italian Claudio Federici on a Yamaha, rode to second overall with third place finishes in both motos. Frenchman David Vuillemin, who finished second to Dowd in the 125 West Supercross, rode to a 5th or 6th in the first moto and second in the final. Former champ and world #2 Alessandro Puzar on a factory TM finished somewhere in the top ten in the first and 4th in the second moto. James Dobb, the Englishman who raced in the States for two or three years, ran in the lower part of the top ten for both motos on a Honda. He did not look very impressive.

The Dutch 250 GP that I attended in April was much more professional than this race. I looked all over and could not find any event t-shirts for sale which really surprised and disappointed me. The support class was a 125 schoolboy race with plenty of crashes and spills. Today's attendance was also less than I anticipated. There were also plenty of tall, slim Dutch women in attendance with their boyfriends. And yep, they were wearing those skin tight pants with those BIG shoes!

Had a great time. Looks like I'll get to make a couple of more Gps and a sidehack GP before the season wraps up.

Ride Hard,

Dave

The following is an e-mail exchange with a man from Finland:

At 03:26 AM 11/25/98 , you wrote: Hello Craig, Since motoplat ignition system is quite easy to break I made a longer lasting unit. I can produce more, if someone is interested. Also fixing old ones is possible. For ten new units I'd like to have 1500\$ - Urho Forbom from Finland

On Mon, 30 Nov 1998, Craig Comontofski wrote:

Hej Urho, i have been gone for days with thanksgiving holiday . tell me more about this New motoplat replacement. do you have example? or is Juha Monto using this product? what motoplats will it replace? is it just the stator portion? will it work on all Motoplat flywheels? Thanks Hyvää Joulua - Craig

Urho writes - Hello Craig,

I can produce a cdi-system to anything that has a internal combustion engine. I started years ago repairing cdi-systems for bikes and now I'd like to produce series. There are three prototype pieces of Motoplat equivalent system in drive. One is fitted to my old Suzuki PE, one is in Honda -96 practice bike, and one in a KTM 250 -92 Enduro. Juha Monto is not using my product yet, but if you tell him about it I'll be glad to give a piece for his bike .The flywheel is Motoplat mini6. And the price I gave you is for 10 stator pieces .

In the testbikes the Motoplat-coil is replaced by separate box and coil I can also massproduce them. Up to the construction of the box is the advance-curve that this system gives.I have also planned and started making a prototype of an adjustable cdi-box (has a potentiometer, with which the advanceChange per RPMChange can be adjusted). The system with fixed advance is

the cheapest and fits to most models. Right now I cannot take much risk, since I'm all broke,(out of money). Research and machine investments have eaten everything. If you want to buy something I have to be sure to get the money too. Finland is a lousy market and a tax hell. If you can organize the distribution of this stuff in America, please do so. It's no small money in question. Increasing the production is no problem with some money. My tools are no high capacity models (self made) but yes I can deliver a short serie in few days. Only the machine that makes the frame pieces is not my own and may have queue (line) and may thus cause delay.Please ask more if you are interested. Merry X-mas to you too! How come you can Finnish?

Urho

Editors note: I will keep you posted on how this develops

A letter from Rich Anderson in Granite City IL:

A True Champion

the week preceeding Steamboat Springs motocross brought about an interesting turn of events for my family and myself. After pre entering the motocross and having extra vacation time it was decided to take a fast trip to CampbellCroft, Ontario, Canada to bring back a Husky lovers dream - the remains of the ex Canadian distributorship in Jeff Gurdebeke's hands.

After the first day in Canada, as we awoke from our hotel in Cambridge, we discovered that our new matching green van and race trailer, as well as all of our personel belonging were stolen! Needless to say - No Steamboat trip ! The next week at Peoria, IL AHRMA national mx, word spread with many condolences. A few days later, Andy Hardin called and not only offered to drive me to Canada for the parts, but offered to pay for half the gas!

We had a great trip!

With champions like Andy, this is what vintage racing is all about! Many thanks to Andy, his wife Patty and for the hospitality Jeff Gurdebeke displayed.

Rich Anderson 48B -ph 618-877-1307

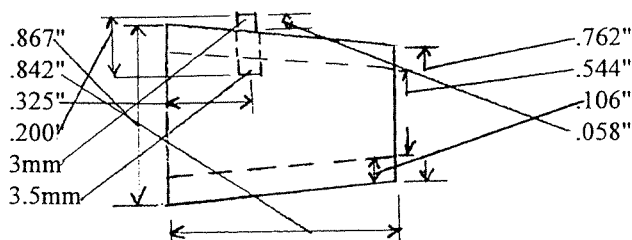
Husky Editors Notes

Thanks for all you members that have taken the time to write and share your experiences with all. This club is lots of fun, but about the time I finish a newsletter, I am looney. I apologize for not running items you thought I would. I have all good intentions, but this is an incredible job. I hope you will all be understanding. Please remind me, just write, call, or e-mail, please!

I need articles all the time on any Husky subject, but especially technical stuff or restoration tips. Please write on the back of your photos as to date, name, what it is.

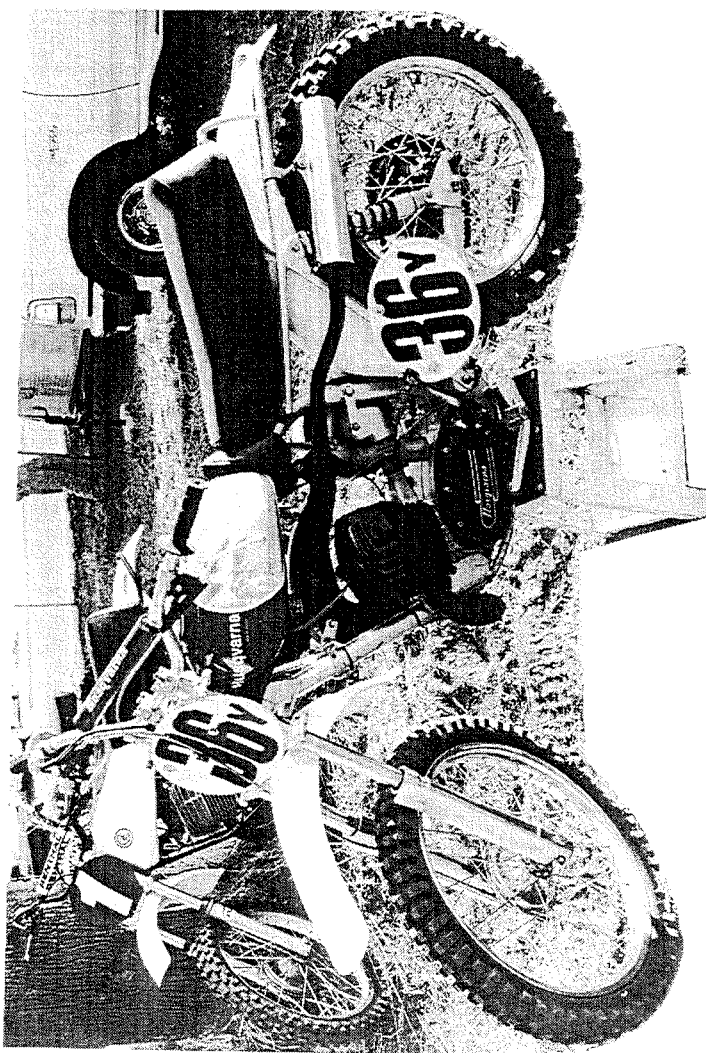
On another note, I just went thru some old parts I had picked up at Ron Bohn's shop and there are some treasures in this lot. One item I am holding right now is an adaptor to allow mounting a large shaft ignition flywheel on a small motoplat shaft! This would mean if you had a Motoplat that went out, you could use this adpator to mount up a Femsas style ignition or a large shaft Motoplat flywheel. I do not know how successful these adaptors would be in actual use, but an interesting item. Using my calipers and taking some quick dimensions off this adaptor, it measures .842" long and looks like a tapered piece of pipe. The wall thickness is the same at either end , .106" , which means the taper on a small shaft and large shaft are the same, just

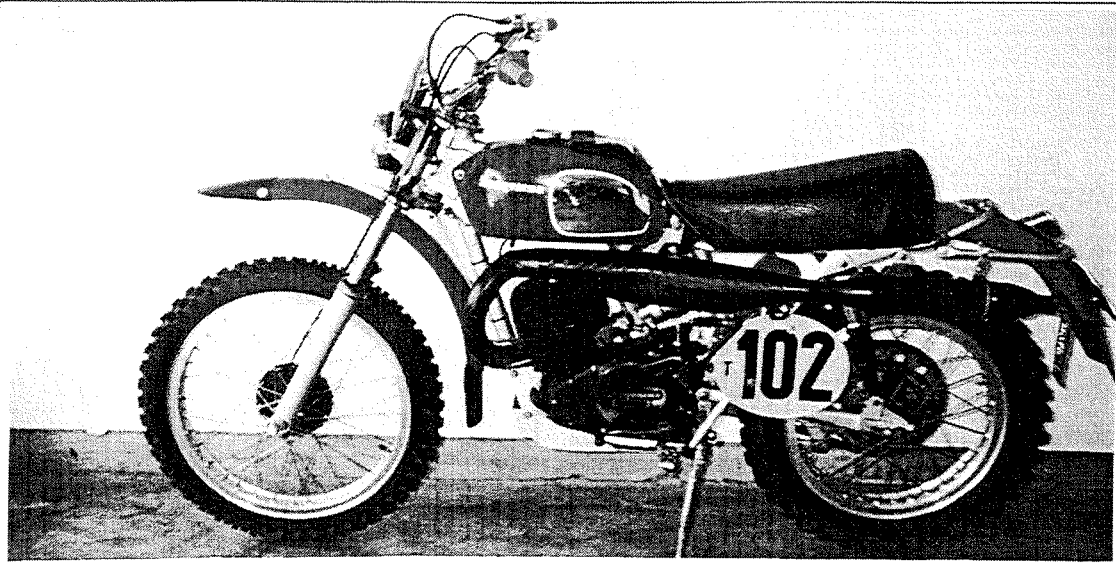
different diameters! OD at large end is .867", ID at small end is .544" . This adaptor has a pin pressed into it that would replace both keys needed. You would remove the key from the small shaft, slip this adaptor on, slide on large hole flywheel using the protruding pin as a key. Certainly you would not want to run this without proper torque as the pin would not be very substantial, but the keyway is not a mechanical lock either. Proper torque is essential. Anyway here is a crude sketch-



please note I have not used one of these , just marveling at it!

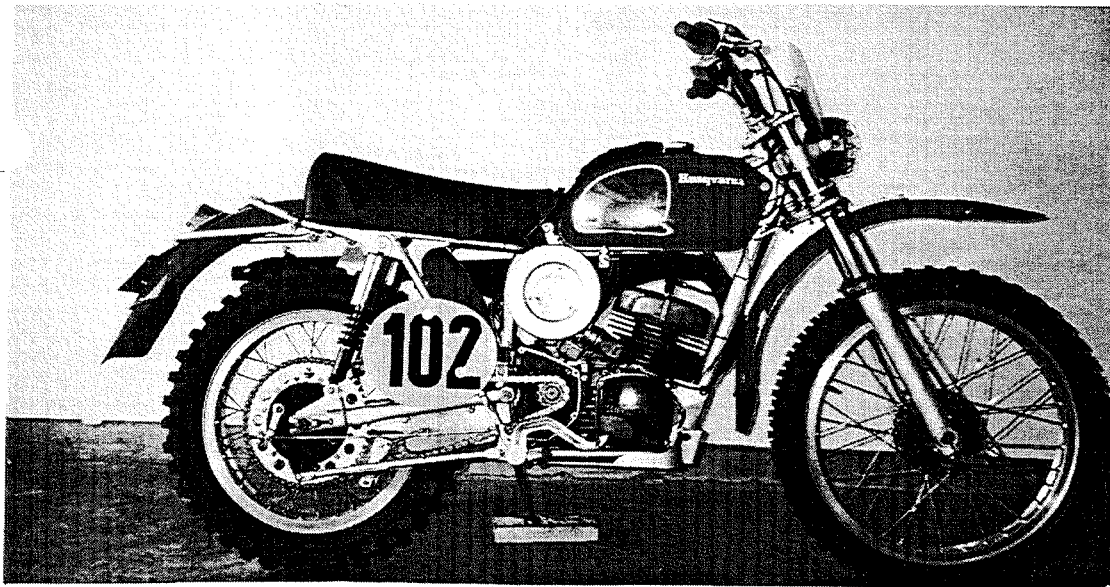
Photo below by Phil Harvey nov 98 Elsinore Gran Prix shows **Mike Owens cool 1967 Husqvarna 250** with John Desoto's CZ in the background. Mike's Husky has alloy tank, snail pipe, GP padded seat, turned down front fork tubes with plastic shields, side float Bing, 69 brake pedal.....





1998 ISDT Reunion
Photos by Kevin
Grimes
Text by Craig
Comontofski

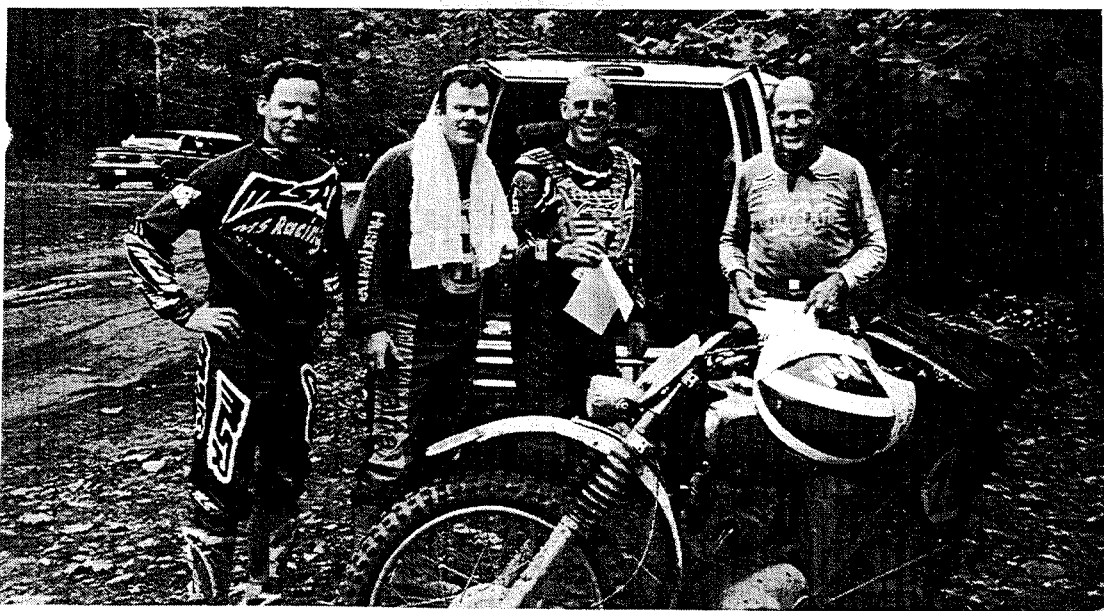
Top photo shows
Kevin's '72 replica
with special skid
plate, small Hipoint
type head lite, Hella
tailite, tanks chart,
frame extension at
rear, very nice!



Mid photo: beautiful
workmanship and
authentic to period!

Bottom photo:
left to right,
Roy Dahn, Kevin
Grimes, Malcolm
Smith, Dave
Mungenast

The 1998 ISDT
 -ISDE reunion was a
 great success! For
 1999 plans are bigger
 turnout with
 celebrities you will
 enjoy meeting
 and riding with.
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 Mungenast, Preston
 Petty, Dick Mann,
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 Lewis, etc, and a
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 Sincerely your hosts, Leroy Winters and Dick Mann



Gösta Svensson - (Master Swedish engine builder)

Nils Olov Wedin has visited the man who builds replicas of the classic Husqvarna MC-motors.

Gösta is a clever Smålander from the Värnamo area, who has provided many motorcycle and midget car enthusiasts with new engines. The forty seven year old Småland native's motor interest was established when he was given an old Husqvarna V-twin by his father in the late 1970's. It had been used by his father as a work vehicle. When Gösta later came in contact with Nicke Perry, they started examining the history behind the old Qvarna. The cycle, which was a 1929, had been fixed up by Folke Mannerstedt as a six days cycle. The interest was great for these old V-twins, which Husqvarna produced in the late 1920's, and which would become successful TT machines. In 1980, Gösta, together with Bo Friis, of Värnamo, tried to recreate their own TT racer of the model year 1934. Since there were no model 34's left, it was that year's model they aimed at. This particular model year the cycles were red, One 350cc can be found at the Husqvarna museum, and Sammy Miller in England owns one 500 cc engine which had been a parts motor. Everything else has been lost.

The first cycle was completed during the winter of 1983, and debuted in veteran racing events during 1984, 50 years after the originals were destroyed by fire (departed this life) in a delivery truck. Gösta built the entire cycle himself, even the machine which Rolf Gulich is riding. This machine is owned by Bengt Erlandsson of High Chaparral. The cycle is painted silver, since Rolf did not want to ride a red "bad luck machine" from 1934. Gösta also saw to it that Sammy Millers machine was put back on the road. Sammy got hold of an old motor together with a gear box, but everything else was missing, even many motor parts. It is now in rideable condition and can be seen in Sammy Millers motorcycle museum in New Milton, England.

After the V-twins had been put together, it was time for the next project. A one cylinder Husqvarna 250 TT from 1934. Even this original machine no longer exists, but since it uses the same frame as the 350~500 cycles, the base existed. These machines are not yet complete, since several other projects have interfered, but hopefully one of these planned machmes should be running this year (1994). One of these interfering projects is the sprinterJAP- engines. The speedway enthusiast Carl Axel Johansson, in Skänninge, convinced Gösta to fix one of these engines. These engines have found their niche in the veteran speedway arca as well as the ever increasingly popular midget cars.

Photo caption page1: High Chaparral in 1990, from left (7) Rolf Gulich, Husqvarna 500cc, (9) Sven Öhrnberg, Triumph 350cc, and Gösta Svensson, Husqvarna 500cc. Both Husqvarna motorcycles are replicas of the 1934 year model, and were built by Gösta Svensson.

Even SRM (Swedish Racing Motor) is a motor which has found Gösta's blessing. There are a few engines even of this model. Among other, Arne Lind has two. The high school teacher has not only built Husqvarna V-twins, but even JAP 1000 cc - a V-motor which has established itself in the 'Svenssonska' (everyman's) workshop. This engine is used in the three wheeled Morgan cars. Husqvarnas one cylinder racing engine of 500cc and 600cc models are other engines that have been resurrected by the clever Smålander. As you can understand, many hours are devoted in the workshop, and it is usually the wee hours when the engines are test run in order to be delivered to interested companions.

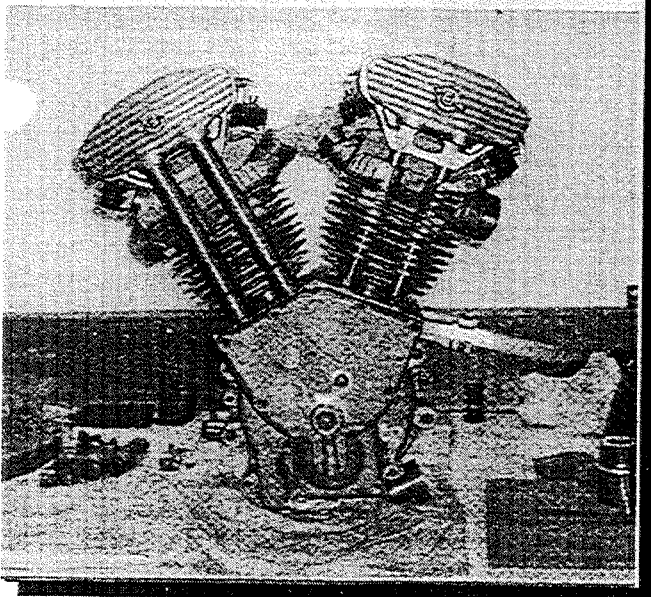
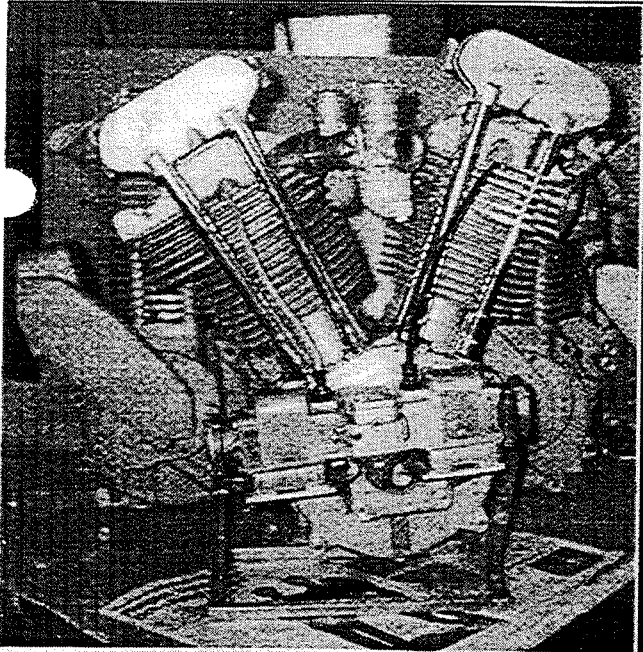


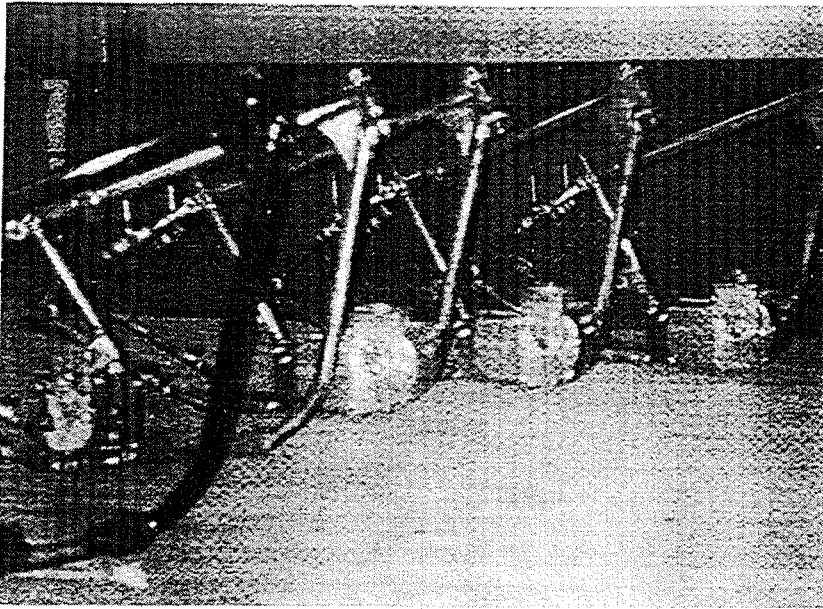
Photo captions for this page:

Above: Gösta Svensson ,left, Ingmar Olsson from Arkelstorp is interested in the new Monark/Lito engines. Here, original Albin crankcase, head and oilpump have been manufactured in the workshop in Småland.

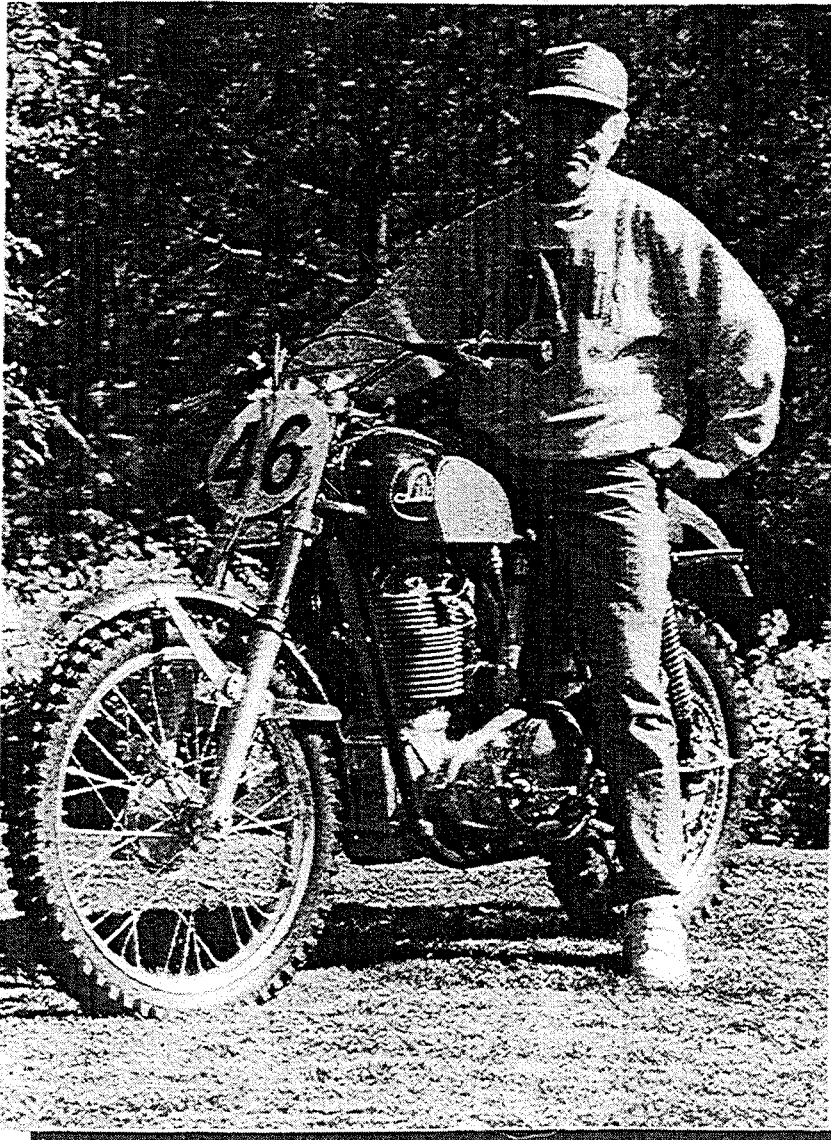
On left: A newly manufactured JAP 1000cc engine that is used not only in motorcycles, but even in three wheeled Morgan cars.
Lower left: A finished Husqvarna 500cc V-twin.

Below: Gösta Svensson test runs an engine at his workbench, while Ingemar follows with great interest.





En blivande Husqvarna 250-serie, som är replikor på HVA 250 TT 1934.



The last project that Gösta has been working on is copies of the Monark cross engines for veteran-cross situations. Roland Gummesson, from Mörrum, is the first to take delivery of such an engine. Roland got his engine in late summer 1993, and has mounted it in a Monark/Lito type frame build by Tommy Ahl. Roland has painted the frame British Racing Green, and calls it Lito (Lito is actually a green Monark replica, since Kaj Bornebush took over the manufacture of Monark 500cc cross and built the cycles in Helsingborg at the Litograph under the name Lito).

The ordered engines will be delivered during spring 1994, and we will hopefully see more in action at the cross and trial veterans big meet at High Chaparral the 18-19th of June. Original Albin crankcase, head and oil pump have been manufactured in the workshop in Småland.

Gösta has no racing history of his own, but has helped friends straighten turned cars in OT-competitions around Småland. In recent years, there has been quite a bit of veteran racing on the Husqvarna replica. It is not only MC motors that Gösta manufactures. In his youth he build a two cylinder boxer engine used in model airplanes. As you can see, as long as there is desire, time and knowledge, one can create much which others only dream about doing. It is lucky for us other MC enthusiasts that someone like Gösta exists. He has even looked a little in the Norton Manx direction, so one fine day maybe there will be one of those for veteran racing.

Photo caption this page Top left: A future Hnsqvarna 250 series, which is a replica of Husqvarna 250TT 1934. Bottom left: Roland Gummesson of Mörrum on his Lito replica in autumn 1993. This is the first of Gösta's engines of this kind that has been put in use.

**Gosta Svensson
Sjoaberg Aminne
S-33191 Vernamo
Sweden**

Article translated by Elisabeth Albaugh
original article by Nils Olov Wedin in MC Veteranen

Husqvarna Owners Manuals, Parts Manuals, Shop Manuals, Engine Manuals, Ohlin Shock Rebuild Manuals, Automatic Engine Manuals, most Huskys for years 1939-1989. Color copies of sales lit for many years of Husqvarna also! Please call for availability and prices. Call Craig Comontofski at 304-267-6471 - 8am-10pm EST or e-mail husky@intrepid.net Please call when I am in as I will not be able to return search calls. These are copies, I have some originals to trade as well.

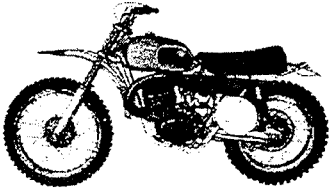
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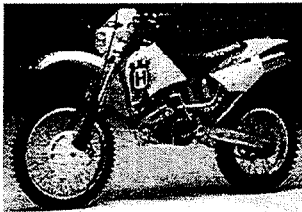
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more Husky items in development, Call Andy Hardin
and find out about these new Husky products!

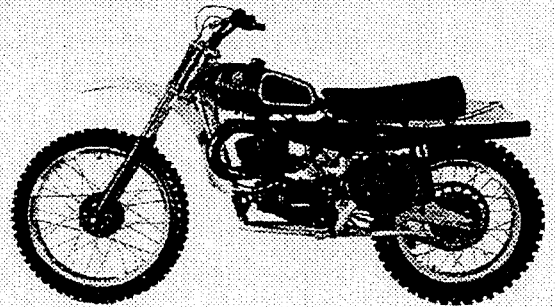
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