

# Husqvarna Report

11th Newsletter for the Husqvarna Motorcycle Club - Feb 99 - Mar 99

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

## Let's Go to Huskvarna

Trip to Huskvarna in **June 2-10, 1999!** See details in side newsletter on Page 2. Make plans now to attend this vintage event! Past Husqvarna Champions will be attending, tour the Husqvarna Museum and other motorcycle related collections. A once in a lifetime event! Group rates to reduce costs ! Read the details and call today!



Lee St. Clair in 1970 at Daroqa Park, a track in Eastern Washington State on his 400cross - this pic ran in the Seattle WA newspaper. Lee has a fantastic picture collection from 68-71 of Vintage Husqvarna racing photos.

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### Lee St.Clair - Husqvarna Northwest - Raymond, WA

This club has the support of the nicest people in the world - Lee St.Clair is one of those folks. Lee has a vintage photo collection that includes many hi quality shots of Swedish stars from 1969-70 era and includes Torsten Hallman, Bengt Åberg, Ake Johnsson, Hakan Andersson, DeCoster, Lars Larsson, and Arne Kring.

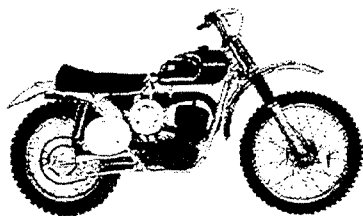
Lee's website says: In my 20's and 30's, I was very active in the motorcycle world. I raced in the early days on the flat tracks, later, motocross and cross country. I have

raced the Baha 1000 and the Vegas /Barstow 400 miler. I was one of the first importers of the world famous Husqvarna line of motorcycles. At different times, I have raced HarleyDavidson (flattrack), BSA, AJS, and of course the Husqvarna and Hodaka.

I ended the career at 40 years old with AMA #87W. I ended up with 263 first place trophies and numerous others. I am still very much into bikes and now do a lot of touring. Now I ride the Honda Goldwing 1500. This year, my wife and I put on about 8500 miles so far. See the motorcycle page for details.

Contact Lee - e-mail - [w7ax@montana.com](mailto:w7ax@montana.com) or write him at Lee St.Clair, 971 Bear Creek Trail, Victor, MT 59875

## Travel to Sweden for the Husqvarna Event of the Century! JUNE 2-10, 1999!



If enough people can commit to attending this event soon enough, the group will travel to Sweden in early June 1999 to attend a vintage motorcycle event celebrating the many years of **Husqvarna Motorcycling in Sweden**. We are fortunate enough to have **Gunnar Lindström**, a past Husqvarna Champion, hosting this adventure for us. Gunnar travels on a regular basis from California to Sweden and is able to provide us with the connections and expertise in finding the best methods to handle this type event. Gunnar of course speaks fluent Swedish and is in continuing contact with the Husqvarna Museum, Husqvarna Champion riders, Huskvarna motor Klubb, and others. Group travel will enable us to take advantage of discount air fares, and share car rental and lodging costs to save on expenses. We have East Coast (Wash DC, Dulles International) and West Coast (LAX) Departure locations. Accommodations are expected to be very affordable and very basic, as most hobbyists are on a budget..

Timing is **June 2 - 10, 1999...**, planning is in progress and finalization depends on response to this announcement!

If you do not have a passport at this time I would suggest you get one right away. It is very easy to do and will cost about \$50. U.S. passports are good for 10 years so are something that could come in handy in the future even if you don't travel this year.

Tentative plan is:

8 day trip **midweek-midweek airtravel** - June 2-10, 1999 (track event Sat/Sun is 5-6 June)

Fly to Gothenburg, Sweden June 2-3 ground transport to Huskvarna.

Tour Husqvarna motorcycle collection June 3rd at Gothenburg museum and local collectors, travel to Huskvarna that evening, make home base at Huskvarna hostel.

June 4 early breakfast, Husqvarna Museum tour (motorcycles, guns, Husqvarna manufactured goods) , travel to local vintage Husqvarna collection in Jonköping, dine at local restaurant, regroup to review weekend event.

Vintage motocross event Sat/Sun June 5-6, at Drättinge race track , bus transport to track each day will be available.

Autograph session with Husqvarna celebrities, enjoy Vintage racing, lunch at track, Dinner/cookout Friday, Sat, Sun nite (to be arranged), regroup Sunday nite to review weeks events.

June 7 travel to Vintage Auto/motorcycle/airplane/boat museum, short travel to additional vintage parts collections with items for sale, travel back to Huskvarna.

June 8 Husqvarna Slottsvillan and Manufacturing plant tour, lunch at the factory, collectibles available

June 9 Husaberg facility tour or group choice to other location for the day, pack for travel.

June 10 Up real early for travel to Gothenburg, Return flights home from Gothenburg.

Husqvarna T-shirts, Husqvarna stickers, Husqvarna books, Husqvarna collectibles are available at the museum. Vintage Husqvarna motorcycle collections, Vintage motorcycle collections, vintage Automobile/Airplane/Boat collections, possible Volvo tour, maybe Öhlins shocks, Trelleborg tires, Husaberg motorcycles, Prippsblå beer, other cool Swedish connections.

### Estimate on costs -

Airfare from Wash DC- Dulles (IAD)International to Sweden roundtrip - \$750-\$850

Airfare from Los Angeles International to Sweden roundtrip - \$900-\$1000

Ground transport in Sweden via group bus or minivans - \$200 per person for the total week

Very Basic Hotel Accommodation at local hostel facility - \$400 per person for the trip

Meals could be a group consensus or on your own. **The deposit required to get you in this trip would be approx \$1000 to cover airfare and arrangements.** You will need to make your own arrangements to be at Dulles or LAX departure location on time as well.

This is an announcement to find out what the interest is in doing this! I am not sure the above information is worded or stated correctly or legally, so be patient around this. I hope this meets with your approval.

Thanks,

Craig - **please contact me immediately at 304-267-6471 or e-mail - husky@intrepid.net** for potential reservations! These must be taken care of soon to get the good airfare rates! Thanks

## Understanding Premix Ratios

By Tosh Konya

Most premix problems are caused by a misunderstanding of the oil's function in the fuel and how it gets into the engine. The words "Rich" and "Lean" describe fuel-to-air mixture and shouldn't be misused when speaking of premix ratios. A premix ratio merely denotes how much oil is in the fuel, without consideration to available air.

Before blaming the premix ratio for a problem, ensure that all other vitals are in good condition and operating properly. Lean conditions can be caused by worn crank seals, leaks at the head or cylinder base, loose inlet manifold or carburetor, etc. Worn main bearings can make life difficult for even new crank seals. A leaky crank seal on the clutch side can alternately suck transmission oil into the crankcase (clouds of smoke from the pipe) or draw in air. Check that the ignition timing is spot on. Rich conditions can be caused by a stuck or improperly adjusted float, dirty air filter, wrong air filter oil, etc. If your bike ran fine the last time out and now runs poorly, don't blame the premix ratio!

The other suspect on older bikes is the carburetor. Many of these Bing carbs were made 25-35 years ago and nothing last forever but degradation of carb internals takes time – it doesn't happen in one week. Usually the first to go are the slide, needle, and main jet. The slide shows obvious wear marks but for smaller parts it isn't as obvious. The needle gets thinner and the hole in the main jet gets larger – both making a richer mixture. Make sure all passages are clear and the idle mixture screw isn't damaged. If someone ran in the screw too hard, it will have a groove on its tapered portion making ineffective in controlling low speed mixture. Bring your carburetor as close to showroom new as possible to ensure a consistent baseline for tuning. No trick parts are required.

**BOTH THE GAS AND OIL MUST PASS THROUGH THE JETS,** which is a point often lost. For combustion purposes the engine doesn't care about premix ratios but its performance is greatly affected by how much GASOLINE is in the premix. Let's imagine you're running a 32-to-1 premix. If you change to 20-to-1, less gasoline will reach the engine so it becomes leaner. If you change to 40-to-1, more gasoline will reach the engine so it becomes richer. Going from one extreme to the other can be the equivalent of one or more main jet sizes. Confused? Just remember oil displaces gas in the premix and both gas and oil pass through the jets at the same time.

If you're happy with your current premix ratio and oil brand, stick with it and TUNE the carburetor to match. If you change premix ratios and the engine runs better, it's probably because your original jetting was in left field. Rejetting will be required for changes in air density, altitude, and temperature since it's impossible for one carb setup to suit all situations. Your premix should be fresh and always shake the gas container to ensure proper mixing. Some people add oil to the empty container first so the incoming gas does the mixing. Finally, changing premix ratios or oil brands at an event is asking for trouble because you're now back at Square 1 with little time for rejetting – many pistons have been seized after such impromptu changes. hnfe99tk.wpd

## Megaclassified

**For sale:** One used gas tank in fair -good condition, Chrome with red paint and white lettering 360C, Enduro. \$45 plus shipping Call KEN @ 334 867-8506 from 9-5pm w-sat.

**Wanted - 400 or 450 Husky** for vintage riding , 72-74 , would like bike ready to ride. Please call Frank in Ohio at 513-746-2070.

**Wanted - 400cc Husky motor** . Call Al in Ohio at 440-953-0133 or e-mail twiffy1@aol.com

**Husky Frame ML series** call Rudi in Ohio at 419-8842840

**Husky Automatic 1976 360** for sale contact Mike Miller, 1362 N 3rd St, Fargo ND 58102 or call 701-293-7502

**Wanted 78-81 250 CR** or 82 500CR call 701-293-7502 . I have a 79 Honda CR-250 rebuilt asking \$1300 also.

**Free Husky parts** , please call Mike at 219-845-4839 in Hammond, IN

**Decals! 70-79 Husqvarna fuel Tank** decals, not OEM but very nice duplicates, and inexpensive, Craig has seen these and will agree it is hard to tell from original silk screen. Other brands as well call Skip Albers at 914-774-2506 7-9pm EST

**1971 Husky MI 400** mostly correct and original, new gas shocks, runs perfect and is vintage race ready \$1275 call John at 520-714-9610

**Wanted 1982 Husqvarna 500CR** , must be in excellent condition and priced reasonable Call Kent at 740-592-3477

**Wanted:** blue alloy gas tank for 1981 430XC , would like nos or good condition call Marty at 724-375-6373

**Husky parts (new)** original Magura grips \$50pr, org ribber flange manifolds 76-85 \$30ea, nos GP 360 gasket kits \$50ea, 360 pistons first over \$150 call Rick 216-486-9075

**Bengt Aberg 73 factory tank**, aluminum hand pounded \$400, early Hipont alloy enduro tank (lima bean) \$175 call Rick 216-486-9075

**Husky for sale - 81 430CR**-\$2200, org cond like new, 83 510TC \$1500 uptite airbox, 2 to 1 pipe, 75 360 GP mint cond \$3000 call Rick 216-486-9075

**Husky parts** - 139PS, 81.42, 82.42, 2042 motor, 2019 motor, 2025 motor, 4 speed motors, call Harold Austin at 206-782-3618

**Wanted - 73 400 CR** would like ready to ride but will consider any condition call Mark in UT have cash ready to buy - 801-943-6425

**Husky parts new and used**, Call Jake at Fischer Competition in PA at 724-586-7383.

**Wanted Husky engine for 85 400** watercooled needs to be complete and usable , please call Alex at 011-590-871263

**For sale or trade** - 76 WR360 parts - motoplat, coil, flywheel - \$50, cyl, piston, head ready to go -\$50, seat (needs cover) -\$20, 3 gal tank fair -\$35, air cleaner assem -\$20, 81 250CR tank -\$75, looking for right side cover for 250cross and an alum tank for 75 WR250 Call Jeb at 208-463-8374

**Alum Trick Triple Clamps** - Timpkem bearings, cnc milled, 5mm less trail for quicker turning - \$350 call Tom Heger at 515-277-6565 or e-mail hrhusky@aol.com

**Forsale - 80 Husky 250 CR** forks and triple clamps, 11.8 travel, 35mm forks \$60, 78 250OR Curmutt shocks, 13"long new seals, oil, dual rate springs, , have old springs, 78 OR250 pipe \$25, forks/clamps for 78 OR250 - \$60, 80 390 frame - \$70, swing arm - \$25 e-mail Aaron at aaron\_m\_flores@yahoo.com or call 626-339-9547

**Wanted 450 motor complete** also looking to share info on Husky Automatics, what kind of oil do you guys run? Please call Jerry at 360-895-1271 in WA

**Want to trade 74 Ossa Phantom** for 81-83 Husky 430WR may consider 250 , need to be in good condition call Rod in IN at 812-897-4165

**82 430CR, 85 XC chassis complete, 88 gearset**, 430 oversize piston new, brake pads 78, rad mount rubber, 500 cyl head, 250 cyl head, wc clutch cover, tripple clamps, 40mm mikuni, 38mm Mikuni flat, speedo drive/cable, 3 VDO speedos, 1 ex pipe WC250, 3 braided front brakelines, 87 auto engine mostly there, would like

to sell all call me in OK at 931-455-5707, Mitchell Davis, Tullahoma OK.

**Husky 71-79 parts** - 714-832-0585 in CA

**84 Husky 250WR** VGC, seldom ridden dual sport, titled with lights \$800 218-724-7342

**81 250WR and 81 250XC** both for \$600 call 706-965-2106

**Husky parts and Husky bikes**, all must go soon need building for other use, please call Doug Hawk at Danville Feed and Supply in Ohio at 614-599-6784

**Husky Tanks Restored to NEW!** I am a professional paint and body man, Huskys are my specialty and my hobby - Call Bill Sekulich in PA 412-672-5352

**Tools for your Husky** - new manufacture Husky tools are available now, pullers, splitters, reassembly, fork, call Dave Brooks at 616-887-1343 or e-mail at dbrooks@iserv.net

**Husky parts in Mid West** call Rich Anderson at 618-877-1307

**Halls' Husqvarna in Springfield, IL** is stocked with all Husky parts for all years call 217-789-0107.

**Vintage Husky for all your 66-78 needs**, our Huskys win top awards in AHRMA and show! call John Lefevre in California at 760-744-8052

**Stahl's Husky can do it all** plus parts, machine work, welding, 430 pistons, custom race work, call Forest at 765-284-7653

**Race Huskys are our specialty at PVP!** Custom upgrades at affordable prices, AHRMA class winners run our products, plus we like to chat about Huskys - Call Andy Hardin at 502-366-7102

**Large Husqvarna Banners** now available - \$33 postpaid - 2'x6' plastic outdoor quality, blue with white logo and lettering - send check to Craig Comontofski, mail to 1501 West King St., Martinsburg, WV 25401

**Old Husqvarna Motorcycles wanted**, also parts inventories, signs, literature, tools, service manuals, any condition, complete or partial, 1990 or earlier, call Craig in West Virginia at 304-267-6471 or e-mail at husky@intrepid.net

**Wanted - Owners manuals** for 74 250CR, 1977, 1978, 1984, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999 please e-mail husky@intrepid.net

**The Husqvarna Motorcycle Club** is planning a trip to Sweden to see the Huskvarna Museum,

Attend a Vintage Husqvarna motorcycle event at the track in Huskvarna, meet many Husqvarna celebrities Lindström, Hallman, and many others, discount air fares, cheap accomodations, plus a once in a lifetime opportunity June of 1999. See your next Club newsletter for details !!!! Don't miss this Event

**Dear people:** recently i bought a Husqvarna motorcycle, year 87,250cc. I want to buy an exhaust complete, would you please send me information and price "rafael carmona" <r\_carmona69@hotmail.com>

**1985 510 4-stroke** less than 2000 mi, original and stock including plastic, nice condition, stored since 89, titled in MN for road use, runs good, needs very little to be just like new. \$1200 - rbecker@komo.com

**Brand new Husqvarna** cylinder/liner 16 10 954-01 -sitting on shelf since 73, fits 72-73 250 CR/WR and 74 250 WR - want to trade for earlier nos 250/360 cyl/liner or other interesting Husky items. I should have nos std Mahle piston to go with this as well - e-mail Craig at husky@intrepid.net

**Wanted: 1970's Husky125mx** mike hanlon 915-592-6887 or 857-5384 - mph3000@aol.com

**Wanted- piston for a 1979 or 80 CR390** eng. #2061 3738. It had the #82.92 originally then I bored it the next size over for a wiseco piston, so I need the next size after that in the original Mahle piston. Also need Brembo master cyl rebuild kit, 11 mm dia, or a good master cyl. Bakerfield, CA (661) 835-0233 or clinton@lightspeed.net

**1979 CR 250 Excellent Condition.** ONE Owner. Totally rebuilt motor...everything new. Wiseco Piston. All steel cadmium plated, frame, swingarm, etc. \$1000 Needs nothing, but a good owner. St. Louis, MO. EZ-Rider @ 314-577-5218 or E-mail ez\_rdr55@yahoo.com

**Wanted:stock alloy fenders or repos for 72 mj** 250 cr front and rear email - jblack@greatnorthern.net

**Need 4 alum gas caps** used on Huskys in the 70's It has scallops around edge and is vented. any amount will help. looks like the one on the web page Bob Cox 651-489-6467 - bbcox@worldnet.att.net - st paul mn

**Wanted; kick start lever, gas tank, and complete engine** (bad top end OK) for a 1981 husky 250. phone 541-832-2435 usa. E-mail ClawedBackster@webtv.net

**Free while they last** original color sales lit piece - 1983 ITC 4 page brochures issued by Husqvarna in 83 to show Immediate Track Control, excellent color photos of 83 125 XC and of rear sus details

on 83 Huskys - these are free with any order from me of \$50 or more, or you can purchase for \$10 if you like - husky@intrepid.net

**Heikki Mikkola and Kent Howerton** posters from 1976 era - watercolor style, black and white, shows close up of rider with Husky bike in background, approx 16"x22", both for \$12 plus \$5 shipping, rolled into priority "triangle" tube. e-mail husky@intrepid.net

**Original 2 panel Sales lit Set** for 1977 series Husqvarna 125,250,360,390,Auto - want to trade for 1979 sales lit or other Husky literature, e-mail husky@intrepid.net

**NOS Gas tank** for 75 400WR or 76 360WR, brand new, pristine, never been mounted, maroon, steel, rubberband rearhook- want to trade for earlier nos tank in same condition - e-mail husky@intrepid.net

**76 360 CR** - Expansion chamber/silencer complete, used but looks like new - will trade for Husky literature or fork tubes complete off of 76 - e-mail husky@intrepid.net

**83 250CR** water cooled parts bike some good parts engine(no cly) good electrics, tranny, rad, forks, wheels. call gil 714 832-0585 monte@jun.com

**Wanted - Magneto** for HVA 240 WR 1987 Hi, I'm from France. I need a magneto SEM for a HVA 240 WR (enduro) from 1987. Many thanks, Christian\_MONTIL/DTNI/MACIF@macif.fr

**1986 Husqvarna CR500** for sale. This bike has been re-done through-out. Has 6 spd gearbox beefed-up due to the hi comp. All aluminum polished. list of extras email me at rbyrd@i-o.com. Incl a 86 parts bike 90% complete \$1800. In addition, 3 bike trailer, new tires and all lights working for \$225 obo.

**Köpes:Mc & mc-delar till** : Husqvarna Lindström '62-'63-'64-'65 motocross, komplett eller i delar. E-post husky@intrepid.net or Tel. från Sverige 0091-304-267 6471 tack så mycket

**KÖPES OCH SÖKES:** Köpes:Mc & mc-delar till :Husqvarna eller Lindström '62-'63-'64-'65 motocross, komplett eller i delar. also Flink motor delar or Lindstrom delar for Silverpilen- Cyl, topp, kolv, crank. Mc eller mc delar till Flink HVA även litteratur till Flink HVA delar eller kopia.Kan ni hjälpa mig hur jag kan hitta foto på till Flink ändrad HVA? Tidskriften McNytt från 50- eller 60-talet? I så fall, vilket nummer? Det enda foto jag hittat är Bengt Björklund 1964 Silverpilen trials med Rickman tank. Tack så mycket. Svar till: Craig Comontofski Tel. från Sverige 0091-304-267 6471. Kontakt e-post husky@intrepid.net Hälsningar Craig

**1972 Husky cr400.** Runs and looks good. Right

side shift. Owned for over 10 years, ridden less than 10 times. Make offer. Contact Ed at 717-456-7849, York, Pa. email emak.starix.net

**Have a complete 1982 430wr** for parts (stuck engine) if you are interested. can UPS single or multiple pieces. E-mail me.....lowrider1@sinclair.net

1972 450wr, Built as back up bike. New crank seals and gaskets, clutch plates, fenders, seat cover, air cleaner, fork seals, paint. Ready to race with MX/Grand Prix or Desert gear ratios. Runs very strong. Sorry, I cannot ship. \$900 (or will consider trade for '74 400cr). E-mail, broomie@flash.net San Diego, CA. (619) 457-6110

**1974 Husky 250 Mag.6** speed, Works shocks, Circle F pipe, Vintage Iron fork springs and mods, Mikuni, radial head, alum. bars and tank, as new seat and plastic, shoulderless Akronts. This bike is fast and beautiful. It needs nothing and you will not be disappointed. \$1800. (602)368-9823 (AZ) or email kev900sp@worldnet.att.net

**1974 500cc** runs great, too hot and 1974 175cc only needs coil, nice condition both garaged. Asking \$1600 for both HICONAN@webtv.net (Tommy French)

(Tommy French) **87 Husky 510**, Water cooled 4 stroke, Cross Country Model, in very good shape, current California green sticker, I'm in southern California area, asking \$1500, phone: 760-471-5228, email: jmartin@qualcomm.com

**Husky Case splitting tools** - approx \$75 for one plate, one pusher block, and one 'T' handle. Extra plates \$45, pusher block \$30 and 'T' handle \$10. more tools for all Huskys - e-mail Dave at dbrooks@iserv.net

FOR SALE; 71 HUSKY CR 400, 4 speed, right side shift, very clean, gerlings, new cables, metzellers front & rear, great condition. as is \$1500 contact me at TrROSSMAN@AOL.COM

**I have a 92 WXE350** that I'd like to sell for 1900.00, or trade for a later year 125WXE. My 350 is very nice and runs well. I am in southern New Jersey. 609-875-1348. Or E-Mail me. Thanks..... Tony

**1974 Husky 400 WR** Orig owner, 6-speed, great cond, garaged, ex running bike, very low hours, modifications include 400CR (Smaller tank), Mikuni Carb Kit (Still have Bing), 73 Air Cleaner Kit (Still have large section of the orig 74 plastic one, missing other support pieces), and Work's Perf Shocks. Have owners manual, special tools w/bag, +extras. \$950 takes it all. Will not sell any items separately. Ventura County (So Cal). Call (805) 987-1079 Mark

i am looking for parts/parts bike. any and all 1983-84 wr250 parts. i will respond to all inquiries. lou work 724.737.5556 or home 724.737.0521. email at sia@hhs.net

**Wanted: '72 - '74 CR125** (MJ or MK) for vintage racing. Prefer complete and running bike, but any condition considered (gotta have a parts bike). Also, any experience with the porting and pipe specs as published in the Husqvarna Report. Is the bike rideable under 9000rpm? need a spare cylinder + Any other trick tips for this bike appreciated. Can also make copies of Torsten Hallman's autographed book Mr. Moto Cross, for a consideration (trade, or ?). Not for sale, unless you want to trade a 125. Craig in CA (310) 202-9224 h. or (310) 252-3651w. <bf138@lafn.org>

**1982 Husky 250** - need a Cylinder and Piston. Any air-cooled jug from 1980 thru 1984 should work. Also need seat base and plastic. call Rob at 800-877-7172 or email at efingers@worldnet.att.net.

**1973 or '74 Husqvarna 125**. Motor completely rebuilt (not run since), plastic EC, new seat cover, new tires, new Hooker pipe. Ready to ride or to look at! \$1100 OBO. Eric in CO, 303-466-4062. Elweaver@aol.com

**Wanted - an ignition module** for my 1992 husky 360. Please contact me at Bettyboxer@aol.com

**Wanted 1972 MJ series parts**, All parts and complete bikes considered. Ship to UK will be needed. Need front fender brace and gas cap + lots more, Contact Tim Preston at p r e s t o n @ s p e . c h or tpreston@cooeell.freemove.co.uk

**Need parts for a 390 OR.** Filter box, Rebuild kit for the Mikuni.. Broke the needle. Rear fender.. Odds and ends.. Bob Zachry .. 702 645 8831 LV NV<Zacdaddy@email.msn.com>

**HELP need info/spec** for 86 CR 400, nothing on the lists on Craig's web pages for this model. Need parts. Any one know STD bore? Some extras for sale: Husky fork assy pre disc brake(85) over 13" travel in ex cond, fork leg part# 1512358 tripple tree #1512357 \$100 + ship. Pensacola, Fl 850 478-5511 or E-mail maclab56@bellsouth.net SCOTT

**85 Husky 250 complete** and runs strong and fast. phone (503) 281-4527 Email brockamp@sprynet.com

**1993 360 WXE very fast**, strong, quiet engine and trans, new Michleans, new seat cover, good plastic except dinged rear fender, o-ring chain, lighting circuit. In Dallas, might deliver, \$2,000 Call Larry at (972)279-3759 or email me at lhill@cwxmail.com.

**Original Husky Sales lit** - 1977 - 125 CR, 250CR, 250WR, 390CR, 360WR, 360Auto, - 1983 - 175XC/WR, ITC Suspension, 125/250/500XC, i have a few for sale, but i really want to trade for other Husky sales lit of other years, these pieces are NEW never seen daylight, please contact Craig at husky@intrepid.net or call 304-267-6471

**Original Husqvarna Wall Posters** - 1982 series of three, 22"x34", #10 11 402-01 / 403-01 / 404-01, 430WR/250CR/430XC, full color artistic poses in the dirt with women models, excellent large photos of these model Huskys, posters are NEW, pristine, never seen daylight - SORRY But THESE ARE NOT FOR SALE, I only want to trade for other Husky posters of another year - e-mail husky@intrepid.net or call 304-267-6471

**Husky Gastank great condition** (1980 390 CR) Black and gold tank, great condition, never fueled or mounted on a bike has all hardware call Steffen at (530)889-2585 Auburn, CA or e-mail - geared4u@jps.net

**NOS tail fenders** for MH thru MJ series Husqvarna - polished stainless steel - in the wrappers- \$85 plus \$5 ship - husky@intrepid.net - call Craig 304-267-6471

**1987 Husqvarna 125** very nice condition, \$850 call J. Hoch at 486-4349 (i think this guy is near York, PA, so area code is 717)

**Husqvarna '74 400 WR**, runs great, starts 1-2 kicks everytime, new engine & fork seals, original bore, original foot pegs & Gurlings. \$950 Jeff, Houston, TX 713-942-7102 - Jhtx@aol.com

**WANTED; 1973 400 CR.** I have engine # 2030-1014 and frame # MK 0948. Would like another engine for this beast. Any out there? Rick (541-672-3071) - <bcourter@jeffnet.org>

**83 250XC**, good shape, runs good, new Metzlers, nice bike. \$850 obo. 83 500XC, new top end on 1st overbore, new Metzler tires, new Sidewinder o-ring chain and sprockets, etc. \$1200 obo. 86 500XC, decent shape, needs new rear shock, runs good. Jeff, contact at 717-627-8114 or landisjl@ptd.net

**Wanted: Early 90's Husky 350** (would consider 610) in decent to good condition and reasonably priced. e-mail meJjdest@aol.com

**95 WXC 125** for sale 2000 low hours. email at sjmill@erols.com jonas miller - 1/14

**Wanted: swing arm for 71 400cross.** (one that has not had the shock mount ears cut off or shortened) Also need air cleaner elbow. call chris (619) 420-7123 Email: Colsen@sdcoe.k12.ca.us

**Wanted - parts needed:** flywheel cover and kick starter for a 1976 Husky (2051) 250cc

engine, for the 84 (XO15100) I need 1ea, rubber cover for the forks(air), & 2ea Husky emblems for the fuel tank (84) i can be reached at (541) 523-6711, or e-mail merritt@oregontrail.net or kk7of@amsat.org Ray Merritt, POB 1093, Baker City, OR 97814

WANTED - ABC Wide World of Sports 1969 Inter-Am motocross film at Pepperell, Mass hosted by Jim McKay - info, tips, ? on how to find a copy of this will be greatly appreciated. please contact Craig at husky@intrepid.net or 304-267-6471

**1985 wxc 250 radiators** Do any radiators exist in this world? I need both. contact: Tony Underwood @ 949-367-9045. - DBurro5000@aol.com

**Wanted: Owners manual for my 1974 250cr mag.** call chris (619)420-7123 email: colsen@sdcoe.k12.ca.us

**For sale 1976 360cr Husky** ,,very mint condition,,will take best offer,,e-mail me at mitchalk@ptd.net ,,or phone 570-645-3969, ask for dave,thanks

**Wanted - Ignition Sys SEM complete** for 1986 Husky 510 WR, 4 stroke, air cooled, engine number 2083-0195, prefer new but will purchase good functioning used unit, Husky part number for complete SEM is 16 15 281-01 , call 860-599-0760 Jim Norman in CT or e-mail husky@intrepid.net - Also would like leads for repair of my original unit, please, have heard of repair sources in Australia

1982 250cc - I need a Cylinder and Piston for a bike on otherwise great shape - anyone have a motor with a "shelled out" case? Frame number CN08000; engine number 2088 1812. If you can help, please call Rob Efinger at 800-877-7172 . Restored 1975 Husky 175cc (frame number ML04213 - engine number 2041 0527) - Make me an offer..... Rob Efinger,5840 Kerr Drive, Missoula, Montana 59803; 800-877-7172; or email at efingers@worldnet.att.net.

**For sale 250 mag with six speed transmission** new seat foam and cover fenders tires levers piston and the list goes on and on this bike is very nice and has some very trick one of a kind features if you are intrested call tom heger 515-277-6565 iowa or hrhusky@aol.com

**For sale 74 cr400 husky** very nice completely restored. \$1795 - e-mail mbowles@keytech.com

**1993 Husky right side kick start,** new tires, brakes, last time ridden Thanksgiving Day 1997. \$1995 OBO.also 1987 WR 430 , new rod kit, ring, 1st over piston, White Power 4054 forks, last time ridden Thanksgiving Day 1997,\$1495 OBO . Dan 1-800-266-3771 417-732-7735 Springfield, MO.

Wanted for 87/88 Husqvarna - transmission gears #16 16 020-01,16 16 037-01, 16 16 019-01, 16 16 015-01, 16 12 357-01 - please contact angelo moudakis <a.moudakis@worldnet.att.net> - NJ

1968-1974 Husqvarna speedometers, new old stock, VDO, trip reset out face, rear drive cables available with purchase of speedo - \$100 + \$10 ship (cable extra) - husky@intrepid.net

**1987 -88 Husqvarna, New,** nos speedometers in the box, Husqvarna logo face, \$100 +\$10ship please contact Craig at 304-267-6471 - husky@intrepid.net

New, nos Gas tank for 87-89 Husky, black plastic, still in plastic wrapper, includes cap and petcock screws - \$110 - husky@intrepid.net

**1987 and 1988 Husqvarna Owners Manuals ,** 88 pages includes service chart, suspension, wheels, brakes, chain/sprocket, cooling system, frame, exhaust sys, fuel sys, electrical sys, tuning the bike, special tools, recommendations for racing \$30 +\$3 shipping. contact -husky@intrepid.net

**Wanted : 86 Ohlins mono shock** for 500 xc, can be in any shape. Specifically need shaft and spring retainers. Jeff Landis,Lititz, PA 717-627-8114 e-mail--- landisjl@ptd.net

**Husqvarna misc parts for sale-** NOS Tail lite bracket for SH,SI SK, NOS Headlite for RT, NOS swing arm for 77-78 models, Rod kit for early 175, NOS Mahle pistons for a variety of Huskys 60's, 70's, 80's , NOS correct 120 VDO speedos for SG-SK applications, 16 10 646-01 NOS left case for 125 , handlebarswitch for SG-SI, handlebar switch for 250T, NOS hi beam red eye 250T-SI, NOS headlite rims for SI, RT blades , NOS brake shoes for dbllead 83-84, watercooled head gaskets, NOS tail lites for 250T-SI, NOS rubber strap noise suppressors for radial heads, actually lots more NOS items but I need a part number. e-mail husky@intrepid.net or 304-267-6471.

**Just picked up 1986?** watercooled,single shock,f-disc brake, 6-speed 400 Husky, Engine #2042-0362 Frame# 842251951H. Needs top end(Sleeve, piston /rings). Any other parts plastic, gasket,manuals owners/service. Also infomation as to the true year,model and displacement, the numbers don't match up on any of the list. Scott @ 850 478-5511 or maclab56@bellsouth .net

**1994 Husky 610,** new in '95, 62 miles, as new, with light kit, \$3500 obo. Alan in Missouri at 573.642.8382.komual@showme.missouri.edu

**WANTED: seat for 93 husky wxc.** e-mail me at zinc1@earthlink.net or call me at (323)234-2626. thanks Art

**1980 Husky OR 250 Perfect** condition, fully original, 6 speed wide ratio, recently rebuilt forks and Ohlins, brand new original OR double walled pipe, new air filter, Husky owners manual. Runs and shifts perfectly. Have photos. \$1,200. Need to clean out garage. Contact Ron at For3LS or, if that line is down, AstorPhill@aol.com.

**Husky collection for sale** 81 390 CR like new, 78 390WR 95%, rolling ML 175 chassis, 3ea 390 frames, gas tanks, airboxes, engines, ignitions, \$2500 obo or trade for trials bike e-mail dogpound@gte.net or call 813-855-4390 Ross in FL.

**Restored raced 1969-70 husky 400cr oval case** 4 speed.championship winner very fast.If you can hang onto it ,you will definately be out front:all original clean bike ready to ride and win. Australia phone 0882807498 email husky@newave.net.au 250cr husky 1968 oval crankcase model welded frame restored motor totally rebuilt new . race once since totally rebuilt . Australia phone 0882807498 or email husky@newave.net.au

**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 rearfender, 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-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

**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 motocross bike. Call Brian @ 770-954-9291 before 9pm est. or email Mrfixit098@aol.com

Spring, 1983

Volume 2, Issue 1

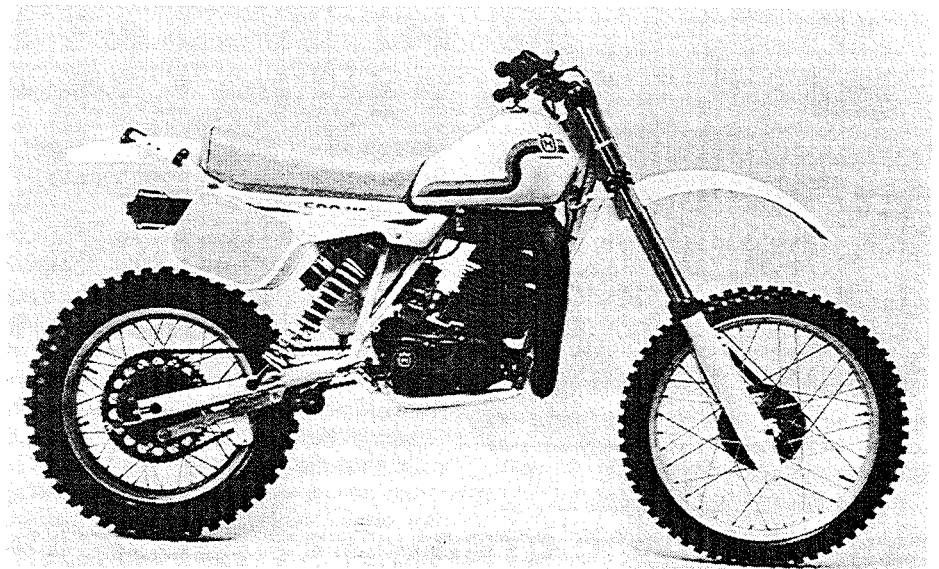
## THE '83s ARE HERE!

The new all-white paint scheme, bright graphics and body parts are the first things to catch your eye from the 1983 line of Husqvarna Motorcycles. But Husqvarna knows that beauty is only skin deep, so look closer to see just how magnificent the '83 line-up is.

**FRAME:** It's all new. The engine sits over an inch further forward for better weight distribution and improved steering. The shock mounts are designed to deliver a higher raising rate without links or high service hardware. But one thing which we didn't change, it's still constructed from 4130 chrome moly, hand welded by Swedish craftsmen.

**SHOCKS:** The Husqvarna patented ITC System. An ingeniously simple idea to give you a remarkable ride. A shock sensitive to not only the speed of the rear wheel, but its position also.

**BRAKES:** Double leading front brake shoes designed to be progressive, not on/off switches.



**ENGINES:** New Porting, new pipes and new transmissions. (Especially the 500 XC six speed.)

**AIRBOX:** Possibly the biggest airbox available on any off-road motorcycle today. The Trophy Team members at this year's I.S.D.E. didn't have to clean an air filter once in the six days of competition. Another

advantage of the dual shock frame design ... room for a decent airbox.

There's more than meets the eye so if you haven't had the chance, get down to your favorite Husqvarna Dealer and let them introduce you to the most exciting Husqvarnas in 80 years. '83 just may be your lucky number.

## TERRY CUNNINGHAM CAPTURES '82 NATIONAL ENDURO CHAMPIONSHIP — HUSQVARNA SWEEPS TOP 3 POSITIONS

1981 saw Terry Cunningham miss that year's championship by a slim two points to teammate Dick Bureson. There's nothing wrong with finishing second to "King Richard" but Terry wanted the championship and started 1982 with the desire and determination of a true champion.

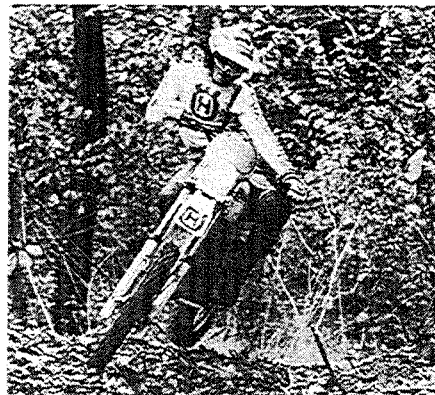
The rest is History. Terry and his Husqvarna WR rode tough all year long to capture the championship he wanted so badly.

Right on Terry's rear knobby all season were teammates Mike Melton and Mark Hyde who ended the season 2nd and 3rd overall. This is the second year in a row that Husqvarna has swept the top three positions, and the 13th year Husqvarna has been National Champion!

Cunningham, Melton and Hyde will all be back during 1983 to defend Husqvarna's stronghold on National Enduro

Championships.

The only question remains is what can these guys do for an encore? How about a three way tie for the championship!



The new Enduro Champion, Mr. Terry Cunningham. Photo courtesy of Suzi Mingo.



## ASHCRAFT, HUSQVARNA RETAIN "KING OF THE DESERT" CROWN

Team Husqvarna's Dan Ashcraft successfully defended his 1982 "King of the Desert" title by repeating his win in this year's event. The win was not as easy as last year and the finish may have been the most exciting in desert racing history.

The start of the 125 mile race held in the Superstition Mountains of El Centro, California did not look too promising for Team Husqvarna's Larry Roeseler. Larry developed stomach cramps early in the race.



The finish. 125 miles of racing separated Dan Ashcraft (#11) and Larry Roeseler (#2) a mere foot. Note finish line flagman running for his life.

"It may have been something I ate," commented Roeseler, "and I did consider dropping from the event." But he didn't. The cramps went away, his speed picked up and Larry started picking off competitors one by one.

Up front, Ashcraft was building up a comfortable lead but noticed he had jettied the bike a tad rich in the mid range.

The stage was set. Larry, getting signals from his wife Kevin, knew he was within striking distance of Ashcraft and poured it on. The last few miles of the race are tight, motocross type turns and Ashcraft's rich jetting was not the hot set up.

Ashcraft went into the turns with a 250 foot advantage over Roeseler. Larry reduced the advantage to a mere foot by the finish. After 125 miles of racing, the difference between the first and second was 1 foot. (Third place rolled in 10 minutes later.)

So Dan, along with Husqvarna, earned the "King of the Desert" title for the second straight year. We guess Dan got used to wearing the crown during 1982 and just didn't want to give it up.

## HUSKY PERSONNEL BOB POPIEL

### TECHNICAL SERVICE MANAGER

Bob Popiel, although only 29 years old, has ten years of Husqvarna experience under his belt. Joining the company in 1973, Bob has advanced from Service Representative to Technical Service Manager.



Popiel is responsible for Husqvarna's exclusive 30 Day Warranty Program. "The warranty program proves we believe in our product," commented Bob. "It's not surprising to me no other manufacturer has that same confidence; the Huskys are built better."

Bob also authored the Racers Handbook. "As well as important specifications, the Handbook lists suggested set-up and maintenance procedures so every rider can be sure he's using his Husqvarna's fullest potential. The Racing Handbook is the best way to keep your Husqvarna performing."

Another of Popiel's important responsibilities is developing improved dealer service education programs. "Keeping our dealers updated on improvements changes will help every Husqvarna rider."

In addition to his service duties, Bob works closely with Dick Burleson in a development function. He helps test and evaluate new concepts which may later end up on production models.

You would think that's plenty to keep a guy busy but Bob still manages to find time to prep all the motorcycles used by the motorcycling press during road tests. On occasion, Bob will actually deliver the test bikes and go over the features so the road tests you read are fair and accurate.

On top of his service responsibilities, Bob has raced for Husqvarna over the years. He raced the National Enduro Championships from '76 to '79 (never finishing a season worse than 5th) and the I.S.D.E. in '77, '78 and '79 (2 bronze, 1 gold). Although retired from racing, Bob still rides on the weekends and swears by his 420 Automatic.

## HUSQVARNA'S STRONGEST OFF-ROAD TEAM

Husqvarna Motorcycle Company is launching it's most aggressive ever off-road racing effort for the '83 season.

Husqvarna Racing Director, Dick Burleson named Niles Ussery as Off-Road Team Coordinator and renewed agreements with top desert/off-road riders Scot Harden, Dan Ashcraft and Dan Smith.

An exciting announcement from Burleson is Larry Roeseler will ride for Husqvarna during 1983. "Larry is very impressed with the '83 Husqvarna XC models," commented Burleson, "and we have always been very impressed with Larry. I feel the combination will be tough to beat."

Larry has an unbelievable track record. He has won the Baja 500, Baja 1000, Parker 400, Las Vegas 400 (all major off-road races) as well as three number one plates in District 37. He will be adding to these achievements during 1983 by riding a 500 XC.

Roeseler's competition will surely be toughest from his teammates. Dan Ashcraft ran up an incredible string of desert race victories during '82; Dan Smith is the current District 37 number 1 plate holder; and Scott Harden, multi-time Baja winner, was a member of the most successful United

States I.S.D.E. Trophy Team.

"I'm very optimistic about '83," said Burleson, "the new bikes are the best ever. Niles' knowledge and attention to detail is responsible for countless Husqvarna past victories and our riders are all pumped."



Larry Roeseler, on Husqvarna for 1983.



## HOW TO DRESS FOR SUCCESS

Have you ever heard the saying "The clothes make the man"? Husky Products figure if we design apparel fit for a champion then people who wear Husky Products will become champions.

Our plan seems to be working. Terry Cunningham used Husky Products apparel and accessories all during his championship season. So did this year's American I.S.D.E. Trophy Team and Two Day open qualifier champion, Scot Harden.

If your goal is a National Championship or "First man back to camp," here's your guide for dressing for success:

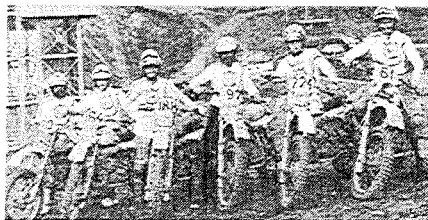
1. Start at the top with a Husqvarna helmet decal. Order part number 348-02 for blue or part number 348-03 for yellow.
2. Jones Goggles for the eyes. Part number 361-00.
3. Husky Products Team issue jersey. 50/50 cotton, polyester material, interwoven for comfort and strength.
  - 1126-11 = Small
  - 1126-12 = Medium
  - 1126-13 = Large
  - 1126-14 = Extra Large
4. Team issue gloves. The best glove ever offered from Husky Products. Goatskin padded palm with spandex on sides and between fingers for a perfect fit.
  - 1113-11 = Small
  - 1113-12 = Medium
  - 1113-13 = Large
  - 1113-14 = Extra Large
5. Husky Products nylon/leather pants. A super pant with more leather than any other nylon/leather pant today. Plus 400 denier nylon and lots of spandex for a great fit.
  - 1110-11 = 28    1110-14 = 34
  - 1110-12 = 30    1110-15 = 36
  - 1110-13 = 32    1110-16 = 38

All you need to look like a champion, available only from your local Husqvarna Dealership.



Dressed for success, Terry Cunningham. Photo Courtesy Suzi Mingo.

## HUSQVARNA DOMINATES CZECHO I.S.D.E. — AMERICAN TROPHY TEAM PLACES HIGHEST EVER



The United States Trophy Team (left to right), Wally Wilson, Terry Cunningham, Scot Harden, Mark Hyde, Top American Eddy Lojak and Mike Melton. (Photo courtesy of Dirt Rider Magazine.)

The 1982 International Six Day Enduro was one of the toughest in history. A super rough course and the strongest field of riders in recent history equaled a test of tests. And what better conditions for Husqvarna Motorcycle Company to prove to the

world who makes the toughest motorcycles?

After the dust (or mud) settled at the conclusion of six days of pure competition torture, the scorecard read like this:

Highest % of riders finished on Husqvarna

Highest % of Gold Medals went to Husky riders

Highest % of Silver Medals went to Husky riders

Highest % of Bronze Medals went to Husky riders

Highest placing American was Husqvarna mounted Eddy Lojak

All Husqvarna mounted Trophy Team 2nd, the highest an American Team has ever placed.

## PERFORMANCE AND LOOKS

When taking a trail ride of any length it's advisable to carry along a method of holding some hand tools for trail side repair. The most popular way to carry tools is in a fanny type pack. When looking for a pack to purchase, try to get something made with sturdy leather and some sort of lining inside. Husky Products features a bag that's excellent. (Husky Products Part number 369-01-black, and part number 369-02-tan.)

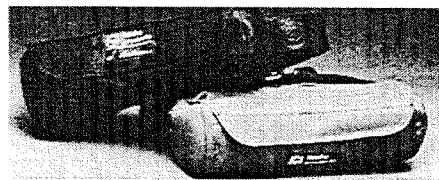
When selecting tools to carry, keep in mind you want to keep them as light as possible. With a large wrench set such as one for the axle you will want to cut it down as small as possible while still maintaining enough leverage.

We advise carrying the following items:

24mm closed end	10mm open end
13mm open end	4 in. crescent wrench

5mm allen wrench	Plug wrench
Chain kit	Spark plug
Chain breaker	Flat blade screwdriver
(not beaver tooth type)	Safety wire

These items will get you out of most situations. Of course if your machine is not prepared beforehand nothing will help. Besides the tools you may want to have a small selection of nuts and bolts. Wrap everything in a large sturdy rag or towel. This will give you something to lay parts on during trail-side repairs and something to wipe off dirty parts with.



Husky products Fanny Pacs.

## MIKE MELTON WINS FIRST ENDURO NATIONAL OF THE SEASON LARRY ROESLER FINISHED THIRD

Salinas, California was the sight of this year's first AMA National Enduro, The Quicksilver National Enduro. The weather was great, the course was challenging and Team Husqvarna was there in full force.

Mike Melton took the overall on a 430 WR ahead of teammate Larry Roeseler on a 430 WR.

The win marked Melton's sixth National career victory. Roeseler, known more as a desert specialist and Baja champion, surprised a lot of people with his top finish.

Husqvarna riders Mark Hyde (250 WR), Scot Harden (250 CR), and Kevin Hines (250 WR), also finished the National in the top ten.

Current National Enduro Champion, Husqvarna's Terry Cunningham was forced to sit out the first event of 1983 due to a broken bone in his hand received during a get-off while practicing near his home in Columbus.

The season is young so we don't want to stick our necks out yet, but it sure looks like '83 could be another Husqvarna year.

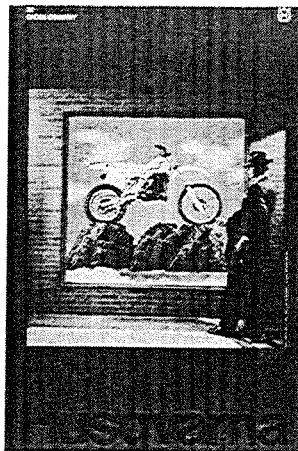
This 3 set poster information is part of the preceding 3 vintage pages and is here for your enjoyment. These other ads are current and vital information for this issue! Thanks!

## HUSQVARNA POSTERS '83

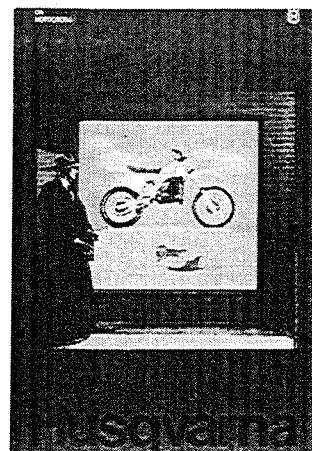
We know how much you enjoy your 1982 Husqvarna posters so we're back again with an even more exciting line-up of '83 posters for your walls.

Choose your favorite or order all three. These full color posters are suitable for framing and displaying in any room in your house.

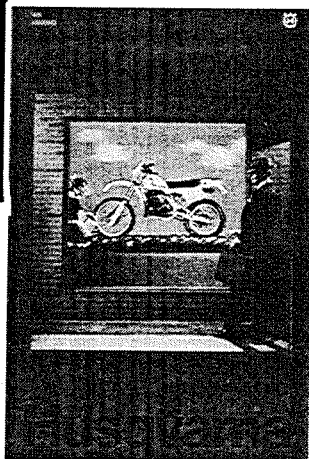
All posters are available through your authorized Husqvarna Dealer or by using the handy order form below.



500 XC



500 CR



250 WR

### 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 engi #'s for bikes owned would be great!

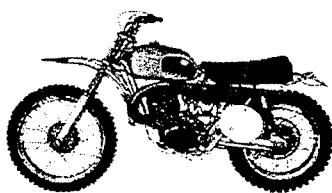
As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. 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.

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From vintage to current model year in stock. We have used parts, just ask.

Large Inventory of Cagiva Parts in stock. 28 years of experience in Husqvarna sales and service.

Parts Shipped Daily via UPS

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Hall's Husqvarna, Ducati & Gas Gas

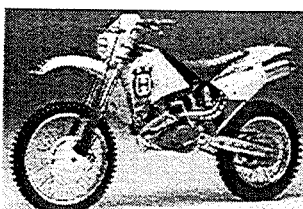
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Springfield, IL 62707

Phone 217-789-0107 Talk to Raymond!

FAX 217-789-7408 Talk to Jay Hall !

E-mail - halls@famvid.com



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Fax 61 3 5422 7511



**Wanted - 1970 Husky 360C Sportsman SHxxxx** in good condition, but will consider all. Please contact Craig At [husky@intrepid.net](mailto: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](mailto:andrewm@experience.org) (425) 990-7013 / (206) 923-1094

**1983 Husky WR250 parts** need stator and rotor e-mail - [dandboo@theramp.net](mailto:dandboo@theramp.net)

**93 CR 250 HUSKY** one of only five imported in the USA. FMF pipe, rethel bars, excel rims, michelin tires and a Ohlins rearshock. exceptionally 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](mailto:stahlhus@gateway.net) or 770-477-4837-please no calls after 9 pm central time

**ooking 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](mailto:MOTOZ479@webtv.net), Ohio

**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 montei@juno.com 714 832-0585 Wanted repair manual for Husky 1983 CR500 e-mail [danski@nothnbut.net](mailto:danski@nothnbut.net)

## Xcellent Letter/Articles

Greetings from The Netherlands and welcome to the 1999 racing season! As most of you already know, I am in the army and assigned in The Netherlands. I plan to attend as many motorcycle events this year as possible and will continue to report my activities to all of my e-mail friends. Upcoming events include a huge auto and motorcycle swap meet near Amsterdam at the end of February, the Dutch 250 motocross GP in April and 125 GP in May, the Belgian 250 GP in June, and the world famous Assen TT at the end of June. I will also attend a few local and regional races and may write about them as well. I bought a Cannon 35mm camera this winter so look for some good racing photos in your mailbox too. I read that Husqvarna will have a 250 motocross team this year which will make the season even more interesting. I will try to describe what it's like to live in western Europe as we close out the 20th century and plunge into a new millenium. In case you are wondering about the Euro, it's used on money markets but will not be in circulation for a couple of more years. The area where I live is beautiful except that it rains too much. I live in a small town along the Maas River, less than one

kilometer from Belgium and only 15 minutes from the German border. This area was captured by the Nazis during WWII and the Allies swept through here during their invasion of Europe in 1944. There are many historic sites and there is also an American cemetery here with 8103 American soldiers who never returned home from the war. I hope to contribute regularly to the Christian Motocross Club and Husqvarna Motorcycle Club newsletters and welcome the opportunity to contribute to other publications as well. Feel free to pass along my comments or use them in any forum that you desire, as long as it's in a positive and productive manner. I will be happy to add anybody to my mailing list or delete any of you if you do not want to receive my reports. I have a pretty full schedule with the demands of the military, night school, sightseeing and going back to the States when I can to visit my son. My family lives in Oklahoma and I still consider that as my home. I have over 14 years in the army and can retire and start a second career in only 5-1/2 more years. I want to be self-employed in a motorcycle related field, possibly involved with writing, photography and import/export/distribution. Vintage and outdoor motocross are my main interests. I have a couple of OSSA Phantoms and enough parts to build another. Help me watch for original literature and NOS parts for them, along with Honda Z50s and a Hodaka Dirt Squirt 80. I've got a 1975 OSSA brochure that mentions a TT kit for the 250 Phantom and I'd love to find those pieces if they exist. I am also looking for an OSSA streetbike and 303 trials machine to take back to the US. I hope that you find my reports entertaining and educational and I welcome your suggestions and feedback. Maybe I'll learn to do web pages and start one this year.....

RIDE HARD, and live a full life!

David  
David Richardson <[mdrjdr@yahoo.com](mailto:mdrjdr@yahoo.com)>  
also you should check out the following website:  
[www.mxlarge.com/keith/homepage.htm](http://www.mxlarge.com/keith/homepage.htm)

## Alessio Chiodi gets in some pre-season training in the USA

Eric Johnson sent us the following news, courtesy of Racer X, concerning World 125cc MX Champion, Alessio 'Chicco' Chiodi:  
Last May at the Foxhill Grand Prix, Husqvarna-mounted World Champion Alessio Chiodi of Italy told me that he had designs on coming to America. And while I believed him, it was one of those kind of deals that I'd see him when he got there. As fate would have it, and as Racer X pulled into the wind and dust battered paddock at Glen Helen Park in San Bernardino for the opening round of the 23 annual CMC Golden State Series on Sunday, January 3,

Imagine our surprise to see the two-time FIM 125cc World Motocross Champion and a large staff of Husqvarna support people (including manger Coraddo Made) working out of the huge red and white fast by Ferracci AMA Superbike Team 18-wheeler (rumour has it that Ferracci will be importing the Husqvarna brand into the U.S.).

While he is still learning English on the fly, the friendly Chiodi had the language down well enough to give us a quick run down on just what he's up to this winter....

"Alessio, what are you doing here?"

"Following the GP season, my team and I began looking around for a way to get to America to get some racing and training in before the 1999 Grand Prix season."

"You are obviously racing here today; will you be running any of the supercross events?"

Yes, I will be racing the Anaheim Supercross next Saturday.

"Really? Have you been able to practice your supercross technique at all?"

"Yes. A few days ago I rode that supercross track over there (Chiodi points over to the supercross track Bud Feldkamp created for the recent Chaparral Pro/Am race). I also will race today and practice almost every day on the supercross track this week."

"How long are you going to be in America?"

"I will stay here all the way through San Diego."

"What do you think of all this wind and dust?"

"I've never seen anything like this before, but I'm happy. I'm very happy to be in California because it Italy right now it's all rain, ice and snow."

"Good luck with everything over here, it's great to see you racing in America."

"Thank you very much. I'm excited to be here."

## Paul Cooper signs for Husqvarna

British Motocross Championship contender Paul Cooper has confirmed that he has signed a contract to race full factory Husqvarnas in 1999. Cooper will race the 250cc World Championship as well as the Open Class British Championship; he will in fact be the factory's number one rider in the 250 GP's. The South African will also remain closely linked with his long-time supporter Trevor Avery of SoCal. Avery had said that after Paul's tenth place in the 1998 World 250cc Championship, it was expected that major backers would be forthcoming to provide much needed financial assistance to his SoCal Kawasaki team for 1999; that assistance did not materialise and, at one stage, it looked very much as though the SoCal links with Cooper were destined to end. However, behind the scenes negotiations by Avery have now brought Cooper his first ever factory ride on Husqvarna, with Avery's SoCal setup still being very much involved.

Cooper will spend the rest of the off-season in Italy training with Husqvarna's reigning World 125cc Champion, Alessio 'Chicco' Chiodi.

## Tips on removing "stuck" rusty & corroded cylinders

After several successful (& not so successful) attempts to remove cylinders from Huskys that have been put out to pasture (literally!), I thought other HMC members might find some of this helpful. These bikes had been sitting with water in the top & bottom ends. You can guess how badly the pistons & cranks became one solid piece!

After you remove the pipe, carb, intake manifold, fuel tank, ign.coil, & cylinder head, the "tools" you may need include, but are not limited to (now use your imagination here) the following;

1. 3lb or 5lb sledge hammer (I used a splitting maul, it's all I had)
2. 2 x 2 x 18" to 24" piece of wood (a couple of 'em, you'll probably break one)
3. lots of your favorite rust dissolving concoction (I use "Rust Buster")
4. misc. pieces of wood ie: 2 x 2's, 2 x 4's e) [optional] Band-Aids

To achieve success, one of the most important things to remember is to be patient! That motor didn't get that bad overnight & it probably won't get better overnight either. This especially applies when you nearly have the cylinder free from the piston & you get excited (at least I did) only to find that you've been methodically ruining what you have worked so hard to save. More on this later.

It is best to perform this task with engine in frame if possible with rear wheel & drive chain in place. Use liberal amounts of de-rusting agent. Pour on top of piston, in thru intake & exhaust ports, & down the cylinder studs where they come up thru the cylinder. If possible, with flashlight look thru intake port if piston is high enough in the stroke to see how rusty the crank is. Go ahead & squirt de-rusting fluid as best you can on the big end bearing & to each side of the crank, trying to get some on the main bearing(s). If you suspect the crankshaft is badly rusted in place, you will in extreme cases need to remove the flywheel assy. & crank seal to access the main bearing so you can soak in the de-rusting fluid. If you are really motivated ( I was by now) you may also need to remove the clutch cover to facilitate getting fluid on the primary side main bearing as well. (\*TIP: If the bike was resting on it's kickstand while "in storage outdoors", you can bet that most of the corrosion took place on the left side of piston/cylinder & crank!) If this was the case then let your bike sit in that position while "soaking" in de-rusting fluid as well as straight up on your work stand. Take something sharp, like a metal "dental pick" &

scrape around the top of the piston where it contacts the cylinder wall to remove what rust you can to help the fluid seep down thru the cylinder. This also is helpful to do at the edges of the intake / exhaust ports if the piston is stuck in that position. Leave it to soak for an hour or two. Soaking overnight or even a couple of days with periodic dousing of de-rusting fluid may be required before you start to get results. Don't be discouraged (yet) if the fluid just pools on top of the piston etc...

Now the fun begins. Take the wood drift, your hammer of choice & start pounding down on the top of the piston. Gently at first & see if the piston moves down at all. Pay close attention to this! Use a flashlight if necessary & carefully look at the piston's original stuck location. Work from both sides of the bike as you will be going in at a slight angle due to the upper frame tube where the coil was mounted being in the way. DO NOT pound up on the underside of the cylinder fins to try to loosen the cylinder!! The slightest tap WILL bend them & a harder tap (or trying to bend them back) WILL break them. If you are really wailing on the drift & the piston is not cooperating, your problem may be that the crank is still "frozen" in place. If this is the case, you will pound all day & end up breaking possible salvageable piston, cylinder or cases.

Grab the cylinder & twist it back & forth. It should have a small amount of movement that confirms that it is loose from the cylinder studs. Now slip the shift side cover on & put the motor in first gear. Grab ahold of the rear wheel & very firmly torque it forward & backward. Keep an eye on the crank & cylinder for movement. It may help to take a small hammer & a steel punch or drift & tap the main bearing balls/cage to break them loose. You should see the cylinder rise up along the studs (remember, the piston is most likely still stuck to the cylinder) as you turn (slam?!) the rear wheel forward & back. The crank will now move more & more (use more de-rusting agent now that you have more room as cylinder moves up off cases) until you can virtually go a complete revolution. Pulling up on the cylinder with both hands helps too. At this point, the cylinder will be rising up & down WITH the piston.

Now (whew!) push the cylinder down on to the cases & proceed with hitting the top of the piston again with wood drift & sledge. You now know that you are only trying to overcome the stuck piston & not the crank too! If you can get the piston to move even a millimeter, chances are good that you will eventually prevail. Once that initial corrosion bond is broken, hit it with more fluid & keep pounding. It should get progressively easier

until the piston reaches the bottom of it's stroke. This is where all your work can go down the drain if you get too excited. In order to finish freeing the piston, you will need to prop the cylinder up off the cases with misc. pieces of wood to give you enough room to pound the piston the rest of the way out the bottom of the cylinder but BE CAREFUL! If you don't support the cylinder sufficiently &/or hit on the piston too hard, you WILL break off pieces of the cylinder liner where it sticks out below the cast aluminum barrel! That would not be a good thing.

I am sure other members have methods to help achieve the same result. If you would like to share them, please contact me.

Tack! Dorian Sleeper  
Olympia WA  
360.943.1559  
e-mail doriak@w-link.net

## Husqvarna 4 Speed

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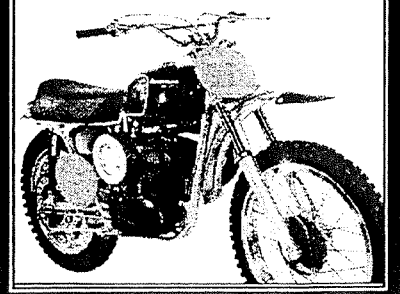
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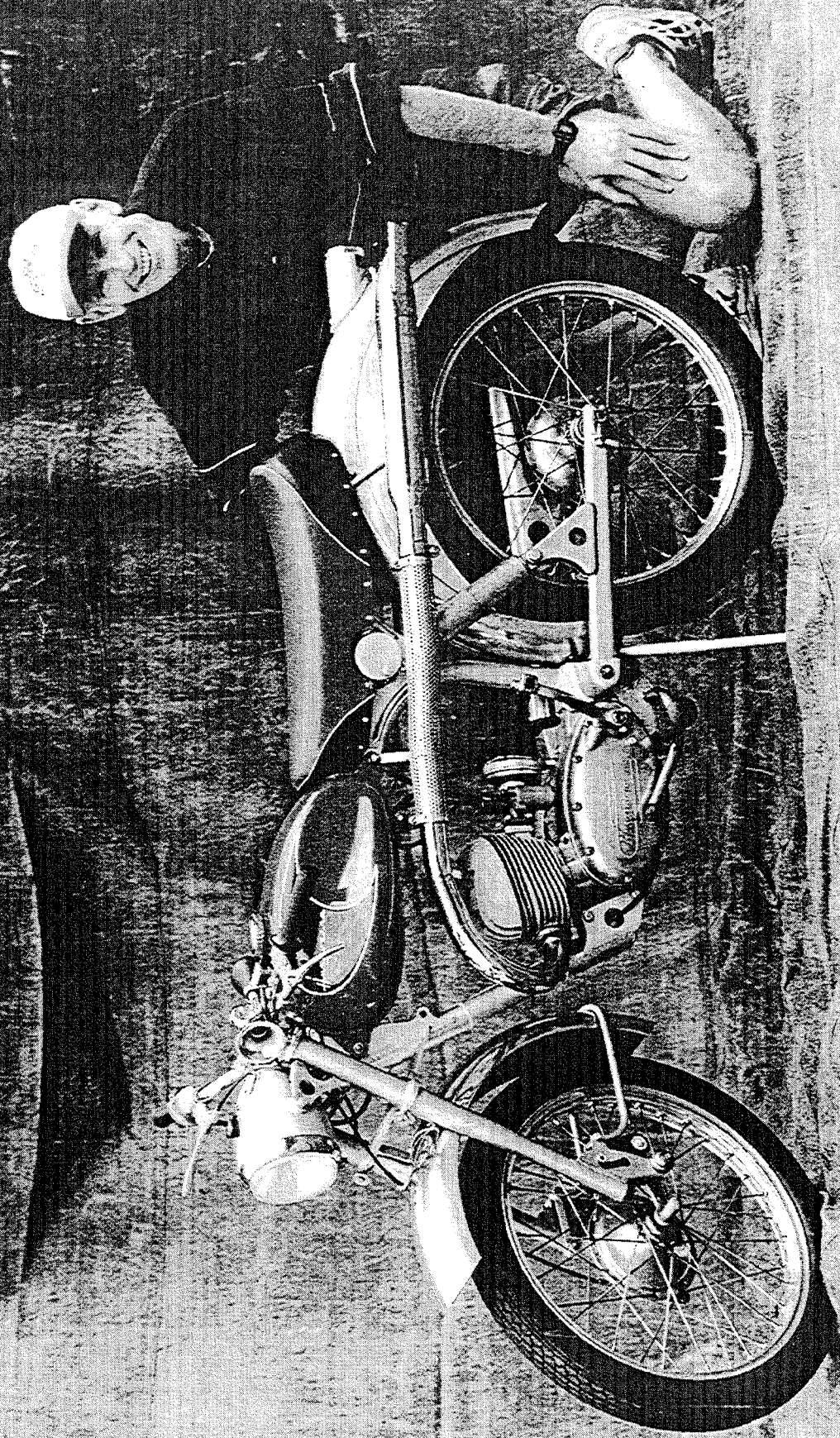
Pistons NOS Mahle \$120- \$180, NOS headlight for RT - \$100, Speedos for 68-88 - \$100, Speedo cables - \$50, NOS big tank for 1983, NOS tailies 67-72-\$60, handlebar switch 69-72-\$30 handlebar switch 67-68 \$40, pull stop switch 67-72-\$20, rubber straps w/drips for radial head sound proof 75-77 -\$20, NOS swing arms 77-78 -\$90, rod kit for 175cc 15-19-814-01 \$125, RT blades - \$25, 16-11-632-01 cyl liner -\$120, 15-16-278-01 brake shoes 83-84 dbl - \$25pr, 16-14-757-01 volt reg -\$30, head gaskets for water cooled, 16-10-646-01 left NOS 125 clutchcover-\$90, also have Wiseco & Tarabusi pistons \$50-\$75, "Oiler" clutch cables for MJ/MK 125 or 450 -\$20

Parts Manuals for Huskys 1938-1985. Owners Manuals for Huskys 1955-93. Color Sales Lit copies - 1938-1998. Overhaul manuals, fork manuals, shock overhaul manuals, auto trans overhaul manuals, Tech spec sheets, Service bulletins 80's era, + more lit.

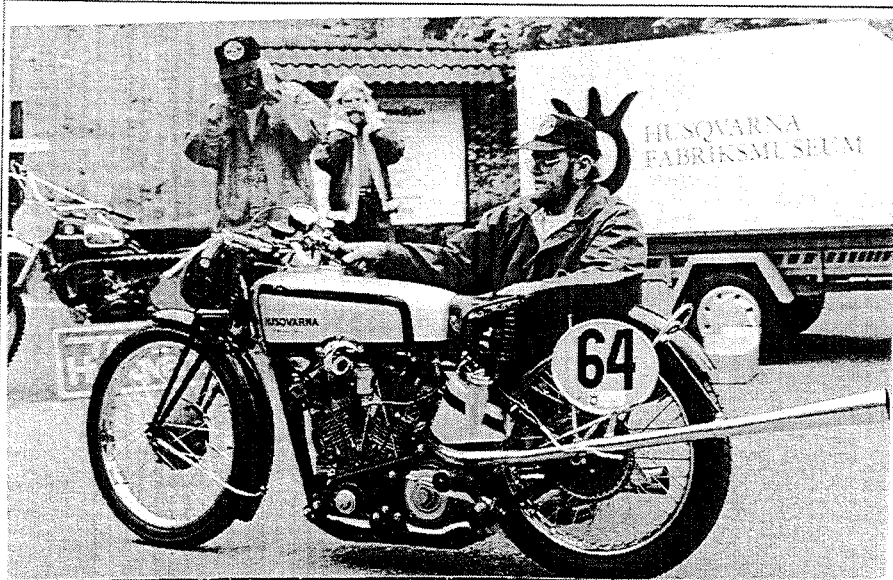
Video Tape of Old Husky films 67-72 - \$20+ shipping \$3  
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Best if you have bike #'s or part #'s before you call! Call when I am in, as I may not return parts search calls. Website at:  
[www.intrepid.net/~husky/hustest.htm](http://www.intrepid.net/~husky/hustest.htm)



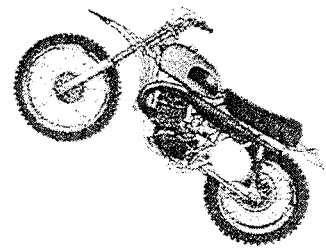


My name is Jan Lijjedahl 51 years old. I live in Sweden. In 1964 I was 17 years old and I was inspired by Rolf Tibblin and Torsten Hallmans success on Husqvarna. That same year, I went out and bought a used Silverpilen from 1958. Then sent the front forks and swingarm to Lindström and the engine to Flink for rebuilding. In 1965 I was able to ride some enduro races. Unfortunately I sold the Hva later and bought a Volvo Amazon. 30 year later my dream was to possess a Husqvarna Silverpilen again. I bought one from 1961 that had been renovated 1990-92. It was a glorious feeling to start that Husky engine after 30 year. I found the name of all 20 previous owners. I was able to find and speak on the phone with the first owner. He had bought the Silverpilen in 1962 for 2380,- Skr. In september 1998 I riding at a vintage rally in Stockholm. I was the only who riding on a Silverpil. Thanks all Husqvarna legends! Jan Lijjedahl, Sweden <silverpilen@swipnet.se>



**Member photos are terrific!**

**Top photo shows Christer Watz out front of the Husqvarna Museum motorcycle trailer, warming up the engine of a Husqvarna Works racer from 1935. Christer Says” the people are covering their ears to save their ears from the terrible “song” of the open megaphone exhaust.**



**Middle photo shows member Mike White of New Jersey and his prize winning 76 250WR taking “Best European” award. Mike says his wife and he had a fun day and “Clyde” was a big hit sitting on the bike . The poster says” Whiskey bent and Hell bound”**



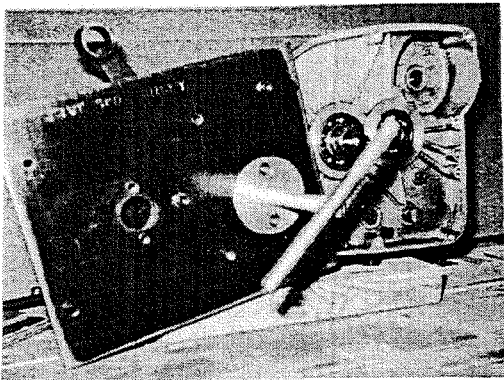
**Bottom photo shows Jerry Courtway and his son Zane sitting on dad’s 250WR in Port Orchard, WA**

**Husky Shop Tools are a Good thing to have!**

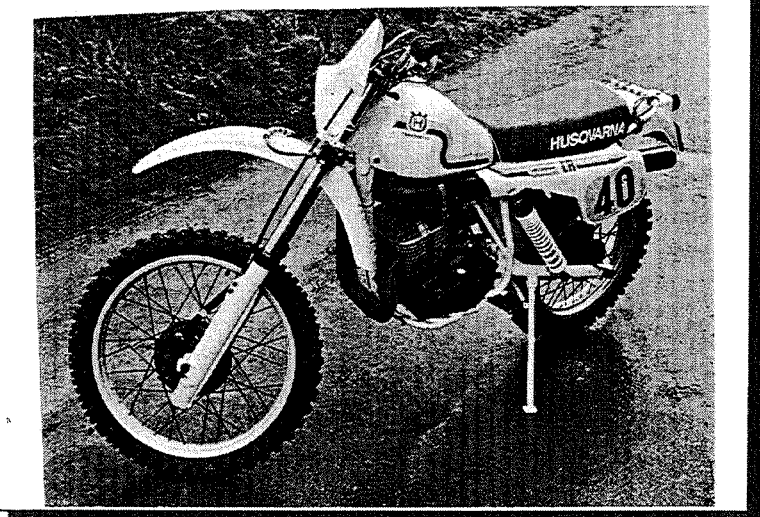
Are you still pounding on your Husky's vital areas with a hammer? Or prying at the cases with screwdrivers, most likely creating more damage than fix. Then you should seriously look into what Husky Club member, Dave Brooks is able to provide for you. He has taken on the task of producing top quality Husqvarna Shop Tools for a very reasonable price. **Contact Dave Brooks in Sparta, Michigan at 616-887-1343 or e-mail him at [dbrooks@iserv.net](mailto:dbrooks@iserv.net)**

Dave can supply:  
 case splitting tools, clutch basket puller, fork leg tool for disassemble and assemble, Engine case assembly tools, sprocket pullers, drive gear pullers, piston pin removers, + more

Photos below show case splitting tool being used on left side of a MJ/MK series motor:

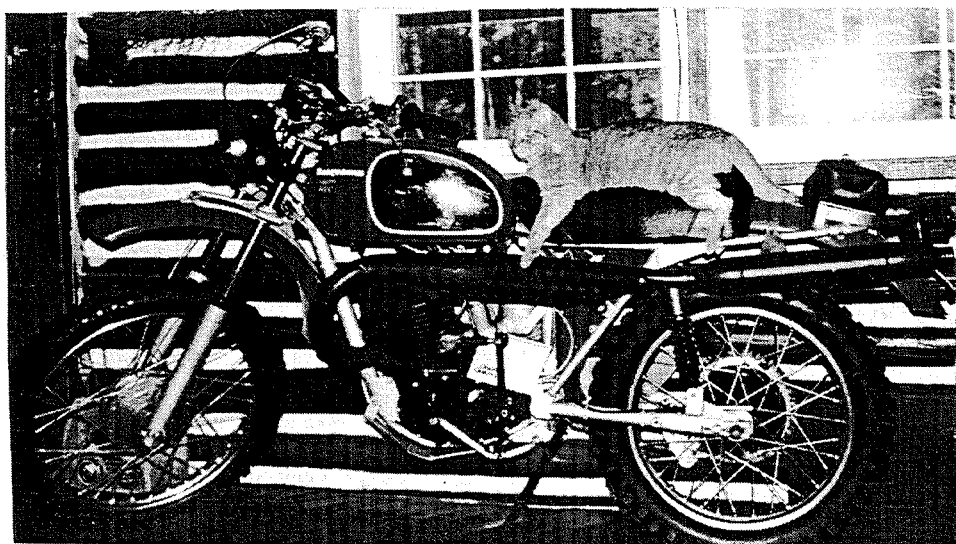


Lower photo shows Bill Kraus's pristine 1971 360 c enduro with his cat relaxing on the new seat! Looks like an 8 speed model with a Hipoint tail to hold a tool bag. Bill is at 609-965-4821 in NJ.



Members photos show great collections: Lanny Liggett of Moon, PA has got a beautiful garage/workshop and quite a show of Husqvarna items. Lanny is a long time Husky collector and rides the woods of western PA. His 76 360 is a fantastic example of a professionally prepared woods winning Husky! What a tank collection! 412-264-5856 [tlig@aol.com](mailto:tlig@aol.com)

Middle photo is from England and our member Richard Digby. A beautiful 83 430 Auto. This bike completed the "Wild and Woolly" event and placed in the top ten. [RADIGBY@aol.com](mailto:RADIGBY@aol.com)



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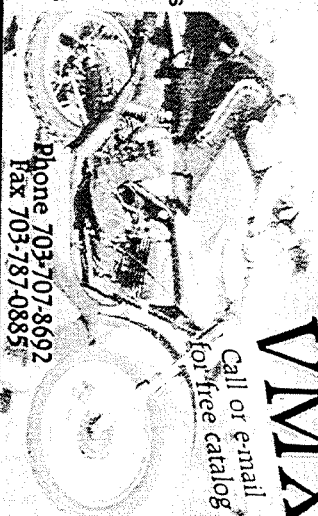
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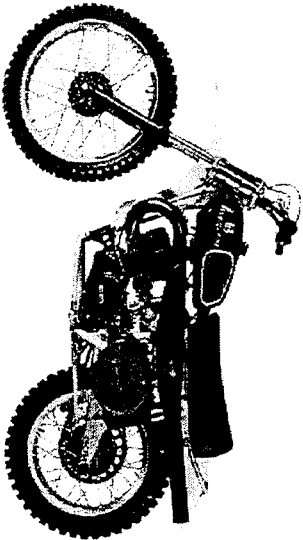
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