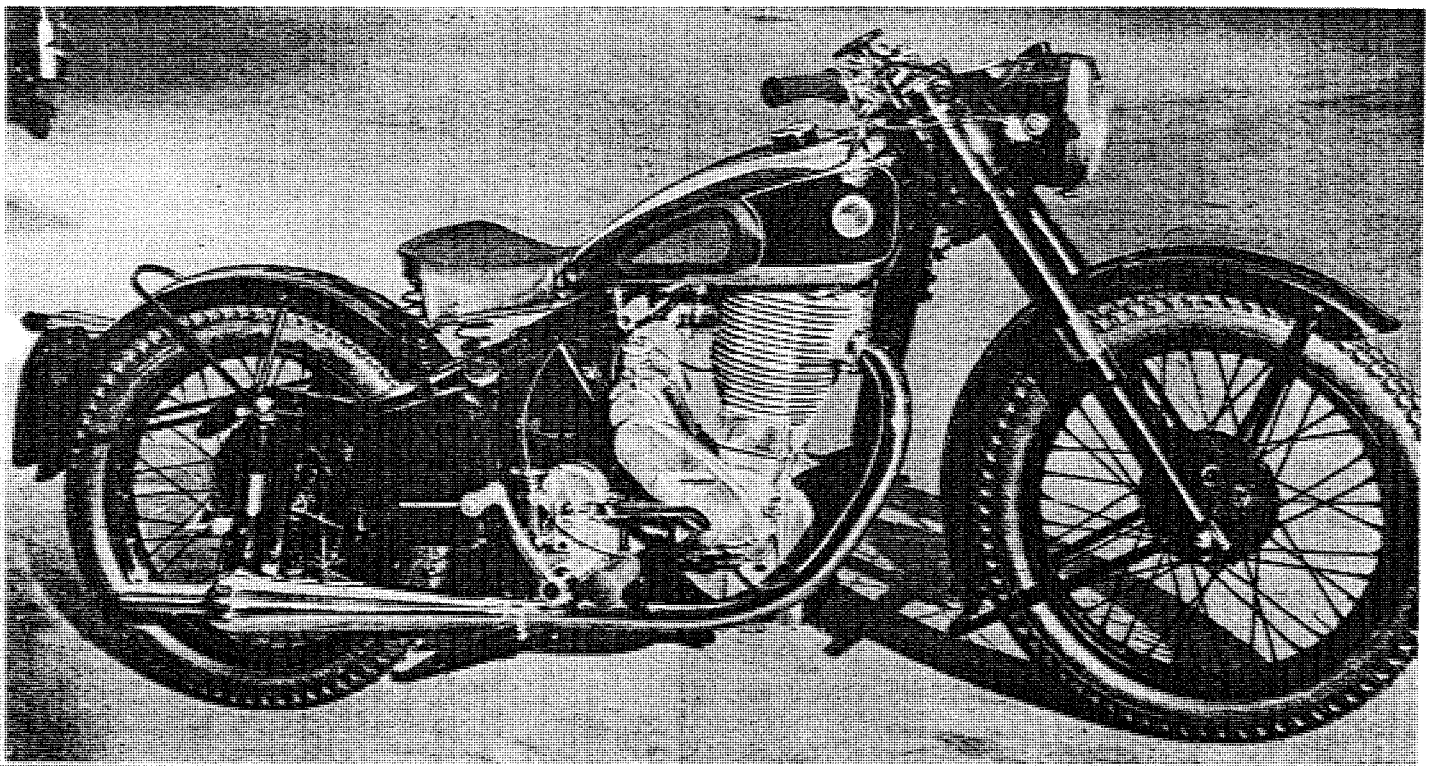


Husqvarna Report

13th Newsletter for the Husqvarna Motorcycle Club - JUNI 99 - JULI 99

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

Den Bästa Maskin Jag Kört



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Back Issues of the Husky Club Newsletter are available at \$3 each, ppd. Send check or money order, payable to Craig Comontofski. Mail to: 1501 West King St., Martinsburg, WV 25401. More info e-mail: husky@intrepid.net

"The Best Machine I Have Ridden"

A quote from 1949, Basse Hveem, a champion motorcycle rider from the period about the Union Motorcycle produced in Göteborg, Sweden. This Union machine was designed by **Birger Berggren** with collaboration from **Folke Mannerstedt**.

Carl Berggren, a champion Husqvarna rider of the 70's and now working with Öhlins USA, is the son of Birger Berggren. One of these Union motorcykels can be seen on display at Lennart Maganusson's Museum in Falköping, Sweden.

Carl Breggren was kind enough to send me a collection of vintage Husky literature that will be used in this issue and future Husky Club newsletters. Carl reports: The Union motorcycle that my dad designed was manufactured in Sweden from 1950-52. The prototype was made in 1949 and a small production started in 1950, but in December of 1952 the main financier died and the company was dissolved and my dad was broke.

47 motorcycles were delivered and sold with another 150 bikes in various forms of completion for the Swedish Army as well as for regular customers. Many bikes are still in existence and owners meetings are held occasionally as some of the photos will show.

Craig's Notes-

I apologize for the big delay in newsletter issue this time. I had never expected to have anything drag me away from this newsletter, but it seems that the Sweden trip along with Mid Ohio, York, Hershey, California, New York, and others that my ability to balance this all has met its match. I promise to not let this go long unless something unusual comes up..... I just got a call from my buddy Jim, seems he was thinking of going to England for a couple of autojumble meets....HmMMMM.

Husky Paint notes - my experience has shown that when refinishing Husqvarna for show, the color of the silver is one I agonize over most times. I have been happiest when I use the following paint sequence.

Down to bare metal by what ever means.

Sand the bare metal to a smooth finish with 400 grit. (important)

Metal prep with Dupont Quik prep (important)

one coat Dupont Variprime (I use the yellow /green color)

Dupont primer/filler if needed (light grey, sand as needed out to 600)

one coat Dupont sealer White (this white coat is very important)

2 coats Dupont silver base coat (about 10 minutes apart)

1 coat Dupont Glamour clear (about 30 minutes after base coat)

My point here is the white base under the silver that has made a more accurate color match. You would think it would not matter what was under the base coat color, but this base color makes a big diff. I also recommend this white base under any Husky solid colors such as Husky Red or Blue or Maroon. This white has nothing to do with any white striping you may do.

If you own or have ever used the following products you will have paint problems - Armorall, Tire foam, Son of a Gun, Dot 5 brake fluid, Silicone spray lube, and like products. You spray them, most goes somewhere else, you walk on it, take off your shoes, it gets on your hands, it get on all of your tools, on all of your rags. It remains on your floors, walls, table tops, and you continually re-contaminate even after you think you haven't used it for a while. This does not only apply to silicone based products, but other products as well. The products don't come off you the user very quickly. You drive your car and touch the steering wheel you

sprayed a year ago and then rub your newly primed fenders. 'Nuff said.

Husky Spoke notes- I am finding that I have been very happy with polished stainless steel spokes and nipples the for 67 Husky 360 cross that I use in AHRMA classic 500. My technique for installing was as follows: I called Buchanan's Spoke and Rim and asked if they still knew how to correctly lace 67 Husky wheels. They said yes. I asked if they could supply polished stainless spoke, again they said yes, but there would be a charge for polishing. I asked about best choice for nipples. They said polished stainless would be best as long as I was going to have them do the assembly, as proper lubricant would be required to make this all work. I packed up my polished hubs and rims, UPS to California, 10 days later these beautiful, ready to use wheels showed up. The runout was absolutely zero and the spokes were nice and tight, and the pattern was correct. 2 years on these wheels, thru many muddy tracks, easily cleaned and they still look like new.

Husky Fork Notes - I have noticed since I assembled my front forks on the 67 360 and put 2 years of use on them that they haven't leaked a drop. I realize I am not using this bike very often, but it still astounds me! One thing I did during the build up of these legs was to polish the chrome tubes, just moderately, on my buffing equipment. I actually was more concerned about cosmetics, but I realized it might make them seal better or even slide better. I think you could damage this chrome if you worked too hard at getting the cosmetic look perfect. I do not think I spent more than 2 minutes of actual buffing time on either leg. Maybe it is the new fork seals from VMX? What else is there? Possibly clean fork oil?

Husky Oil Notes - Do you know that the owners manual for all Husky 2 strokes from 1937 thru 1987 specifies the engine case oil as 20W motor oil? Did you know that the long chain molecules of multi weight oils when used in a gearbox, get chewed up quickly to a low viscosity oil. I now use Penzoil 30w motor oil in my gearboxes. I think 20 w would be fine in a slightly cooler country. More important than oil weight is how often you change it. I say after every 2 days of riding.

What kind of oil should be used in all Husky Autos?

Exxon Univis J26 is what owners manuals call for ! Somebody find out where or how to get this stuff and let me know please!

Exxon, Houston TX phone 713-656-5949 is a number I have.

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 \$21 for all others. To join send check payable to Craig Comontofski and mail to :

Husqvarna Motorcycle Club, 1501 West King Street, Martinsburg, WV 25401

Also include your phone number, e-mail address, Husky bikes you own, or are interested in. Frame# and engine #'s for bikes owned would be great!

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

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

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

VINTAGE HUSK.

Reproduction Parts-N.O.S. Parts
Complete Restorations
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Complete Engine Rebuilding
Painting - Gas Tanks - Frames
Decals - Stickers
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155 Balboa St. D-2 San Marcos, CA. 92069

Announcements - NEW HUSKY stuff!!

Forest Stahl, Advance Tool and Die/ Stahl Husky would like to let everyone know that he has 400 pistons for the watercooled series of 400's 84-86, Rod kits for most of the older Huskys. Forest can fix any broken part on most Huskys as his machine shop can handle all of the needed special tasks. **Call 765-284-7653**

VMX, Chis Huhn is offering a successfully, fast growing business for sale - **VMX**. If you have been thinking of getting into this business, this is your best opportunity! Call Chris now at www.vintagemx.com or **703-707-8692**

Summers Racing - Wade Summers announces New Husky, billet aluminum fork braces for quite a span of Husqvarna years. Wade has a custom capabilities as well and may make you a custom brace as well. See this issue for pics and price. **Call Wade at 502-732-8675**

Halls Husky - Jay Hall announces new Pro Circuit silencers for the 1999 125's, Oversize pistons for the older 500 cc Huskys as well as 430/390's, A full stock of seat covers and graphics for 95 - 99 Huskys. **Call 217-789-0107.**

John at Vintage Husky would like to announce New 4 speed aluminum clutch drive plates, he also carries the friction plates as well. A full coverage of new manufacture gaskets sets for all Huskys, cables grey for all models, aluminum fenders custom fabricated, and New Husky rod kits for most vintage years. **Call John Lefevre at 760-744-8052**

Andy at PVP would like to announce thier new reed valve conversions for all Sportsman class AHRMA Huskys. Call Andy at 502-387-3993 or 502-634-9774

Megaclassified

Parting out a 1982 WR 430. I have most of the parts, most all are not in perfect condition. Engine mostly complete, engine #2087-1299, And I also have the frame, wheels, shocks, forks, ignition, tank etc. My email adress is drewjh@juno.com. My phone number is 805-466-4414. Leave a message, it is always busy.

FOR SALE: husky light kits new in box for 99610te or 410te. \$200.00. e-mail me at thehelmhome@msn.com or call 559-227-4676. ask for gerald.

Parting out 1986 husky 500CR Nice plastic, good bottom end, seat, two sets forks, eng electric, tranny good, shock (needs rebuild), radiators good, to many projects. needs good home. take all \$495 or part thanks gil714832-0585 or e mail huskygil@juno.com

Parting out 83 250 cr and 86 500 cr to many projects best prices will sell as is for \$ 350 for the 83 and \$500 for the 500cr in calif. 714 832-0585 e-mail huskgil@juno.com

For sale: 1999 husqvarna 610te & 410te. Priced at \$5499 and \$5299. Clearing out for 2000 models. Priced to sell! Light kits available for both models. Only \$200 per kit. Less than cost! E-mail me at - thehelmhome@msn.com.

1974 CR125. Motor built by John Le Fevre. Frame powder coated. Mikuni Carb conversion. Vintage Husky plastic fenders & number plates. Forks revalved by Lindeman Engineering. Girling Shocks. Akront shoulderless aluminum rims. Atomic 22 titanium spoke sets with aluminum nipples. Titanium axles, swing arm pivot bolt, & assorted other fasteners. A22 aluminum handlebars. Uni Filter with polished air box cover. New Ferodo brakes shoes. New 428 chain & rear sprocket (Sprocket Specialists). New aluminum brake arm & chain guide (exact oem match). Dunlop 695 rear (1 ride) & Dunlop 490 front tires (1 ride). Near mint condition. Not ridden since 1995/96. 1995 AHRMA Norcal 125 Championship Bike. Very Fast. Weights under 190 lbs. Extras. Tom (408) 371-4000(W) / (408) 559-7651(H) tbmaddog@aol.com

Wanted - Rod kit for 400 Husky 73 MK 400, #16 10 642-01, may have 450 nos rod to trade - call 407-341-5125 Joseph
1976 250 CR - complete, paperwork, title, manual, has good spark, but needs a little work, contact Bob at 520-428-5721 AZ. Will trade for 250 4 speed bikes or parts.

Wanted for Husky - 16 11 866-01 reed valve support, 16 11 864-01 reed valve, 16 11 861-01 gasket, 16 13 565-01 needle valve, and 15 16 788-01 brake shoes call Todd at toddweld@email.msn.com

Wanted - parts for WR 240, 1982 - need plastic fenders, headlight assembly, right side engine case call Misha Subotinic 416-259-5423 or e-mail subo@idirect.com

Trick Husky Wheels - complete F wheel for 74, 75 Husky, Sun rim laced to YZA F. hub and brake panel with speeddrive with axle for Husky forks LN \$250 NOS Sun rim 2.15x18 for 250 Mag \$75, Rear wheel for 75 GP models laced to Sun Rim \$200 Call 216-486-9075

Husky Pro Fab Aluminum Swing Arm: LN in E.C. fits 77-78 \$350 Call 216-486-9075

Husky Hi point Tank: Enduro tank with pop top cap, LN, near perfect, \$300 call 216-486-9075

Husky 360/390 Auto parts: nos new a box of clutches, main clutch, weights, springs, sprague bearings, cables, and more All for \$500 call 216-486-9075

Parting out 2 ea 1987 WR250 Huskys, disc brakes, front ends, ohlins shocks, much more ...2 ea 83/84 Husky 500's, also 87 430 watercooled top end complete. Call Rick 216-486-9075

Husky Parts - 71-87 lots of frames, forks, wheels, cylinders, pistons, heads, cases, clutch covers, pipes, tanks, seats, airboxes, Call Rick 216-486-9075

Wanted - Husqvarna manual for a 250cc WR 1984 watercooled - Call Paul in MA at - 413-684-3882

94 Husqvarna WXC350, dual sport, great shape, \$3000 or best offer (818) 247-4726

98 Husqvarna TE610, full dual sport, street legal, MS pipe, professional tappers, Rally guards, excel rims, excellent condition, 125M since new, plus extras, \$5000 (805) 383-6831

99 Husqvarna TE610 custom street legal, 2 up, 2 Kilimanjaro 2 bieffe, plus more, \$6500 or best offer (310) 763-8790

79 Husqvarna 390 Desert tank, 6 speed trans, very fast, great trail bike, good tires, bark busters. Pauldine@aol.com (818) 887-2653 \$400

79 Husqvarna CR390, garaged past 10 yrs, frame powder coated before parked, new rear tire, nds to ridden, \$300 or best offer (909) 370-2438

81 Husqvarna 430, excellent condition, \$800 or best offer (661) 252-5503

85 Husqvarna 400CC, dirt bike, brand new back tire, runs very strong, \$750 or best offer (818) 887-2367

73 Husqvarna 250WR, great condition, \$700 or best offer (310) 364-1259

84/82 Husqvarna 400'S, been in storage 10 yrs, \$1100 or best offer for both - pager 714-568-2890 or (714) 963-3537

70 CZ 400cc in 70's Husqvarna frame, great vintage racer, looks good and is fast, \$1500 (714) 971-9677 \$1500

76' Husqvarna 360cc good condition. Orig. Parts Must sell. Too many projects in garage. vrjoseph@rocketmail.com (626) 810-3322

87 Husqvarna 125, lks & rns good, \$800 or best offer (909) 357-6895 \$800

82 Husqvarna 430CR, beautiful condition, many xtras. & valuable

spare parts must see, \$695 or best offer (909) 242-0334 \$695

78 Husqvarna 250 dirt bike, rebuilt engine, very strong, \$300 (909) 359-6214 \$300

99 Husqvarna TE610 custom, street legal, 2 up, 2 Kilimanjaro 2 bieffe, plus more, \$6500 or best offer (310) 763-8790 \$6500

94 HUSQVARNA 350, 4 stroke, gd condition, \$1500 or best offer. (203) 639-8748. Meriden f

83 HUSQVARNA 430 WR, fresh reeds, runs exc, \$1100. (860) 448-0104. New London

73 HUSQVARNA 250 WR, rough, stuck motor, restorable, includes spare motor parts, \$200 or best offer. (860) 739-4773. Niantic

73 HUSQVARNA 250 RT, 2, rough for parts or restoration, includes spare engine parts, \$225; stripped for off road, needs top end, carb work, some spares, \$500. (860) 739-4773. Niantic

1996 Husqvarna 610 WXE, I purchased the bike brand new in May of 1997. The bike has a Malcolm Smith Motorsports DualS port Kit installed, is registered for street use and has a

Washington State licence plate. The bike has been ridden about six times (about 100 miles) and has been meticulously maintained. The bike has a skid plate, radiator guards and an ICO Electronic speedometer. The ultimate go anywhere, legally, off road bike. , \$4,300.00, (425) 823-4064 Location: Kirkland, WA

1979 HUSQVARNA 390 CC, complete engine; less carb. Good parts bike or rebuild. Ask for roy (702) 564-3701, \$150.00, (702) 564-3701 Location: Henderson, NV

1990 Husqvarna WXE 250, 2-Stroke Enduro, Looks and runs great. Adult owned and ridden. Some extras, Blue and White. Fast. Call Rick., \$1,450.00, (540) 635-1614 Location: Linden, VA

1995 husqvarna wxc-250, garage keept ready to ride / trade, \$2,500.00, (904) 985-3237 Location: Deleon Spring, FL

1994 HUSQVARNA 610WXC, Excellent bike over 50 rider new tires, chains, sprockets, gold valve Forks, new graphics and seat cover. Very easy Starter. Runs as good as it looks. Low cost Shipping available. , \$2,400.00, (214) 794-3388 Dallas, TX

1988 Husqvarna 250 CC, Dirt Bike / Off Road, Runs Great, Very Fast!, Good Condition, OBO , \$1,000.00, (815) 485-5679 Location: Lockport, IL

1986 HUSQVARNA - - 510 trail, sharp huskie, new tank, oring chain, back tire, metal hand guards, some additional parts, extra rim w/ paddle tire, \$1600 obo, call Larry 480-641-4545 Mesa, AZ

1994 HUSQVARNA WXC-350 OFF ROAD, just rebilt. by dlr., have receipts, exc. cond., 2nd owner, baby sale, gear incl., \$2900, 360-679-8327, 360-257-2304, Oak Harbor, WA

1993 HUSQVARNA 360, very fast! almost perfect cond., fully equipped, new tabs, only ridden 20-hrs., must sell, \$2700.00, 206-242-8547, Location: Seattle, WA

HUSQVARNA 430 AE, excellent condition, needs minor trans work, \$950 OBO (215)572-7418, (215)335-3800 or page (215)931-6060 Location: Philadelphia, PA

1996 Husqvarna WXE125, Dynoport pipe and silencer, NJ Title and Regist. Perfect cond. \$2000 OBO. (609)767-8681: Atco, NJ

HUSQVARNA, Dirt Bike, EC, 390 engine, \$600/or trade for boat w/motor (330)785-1205 Location: Akron, OH

95 HUSQVARNA ENDURO, 125WXC, 59 miles, never raced, showroom new, \$3500;(248)969-0744 Location: Clarkston, MI

98 HUSQVARNA 610TE, 300 mi., \$4800; IL plates, (630)894-6338 call after 5PM Location: Bloomingdale, IL

86 Husqvarna 250 XC dirt bike, 2 stroke, monoshock suspension, liquid cooled, very fast and dependable, w/extras, must see, \$1000; (708)448-5893 Location: Worth, IL

94 HUSQVARNA, 360, new tires, great shape, with accessories, asking \$2500 obo; (815)464-7624 Location: Frankfort, IL

94 HUSQVARNA 125, runs good, new brks. & pipes, clean bike, \$2500 obo; (630)513-7484 aft 3:30pm Saint Charles, IL

80'S RARE, Husqvarna Enduro, 125cc, dirt bike, needs work, like new tires, race shocks and carb, some extras, \$400 obo; (612)869-8830: Minneapolis, MN

1993 husqvarna 250, In great condition! Looks sharp! New tires, chain, and sprockets. Very FAST!!, \$1,800, (918) 453-1379 Tahlequah, OK

1980 HUSQVARNA "420cc" "uptight-Baja", race bike, ex Chekers, very low hrs., many extras, cust. built motorcycle trailer., must see, \$2,500 for both, 909-987-9439, 626-793-9264 Sierra Madre, CA

1994 Husqvarna 250WXE, Great trail bike with many extras., \$2,200.00, (770) 966-7970 Acworth, GA

1988,89 husqvarna 510 engine wanted or engine parts,head,piston,etc thanks Email: jo.wood@tesco.net Phone: 01705 357965 hampshire,England Europe

1973 HUSKY CR400. One and a half bikes. Disassembled. Ane Needs new liner. \$400 OR B.O. Email: gs1000@msn.com

Husky parts betor air forks nice \$75.00 husky motoplats \$100 husky tanks \$30 curnetts \$50 shock springs\$8 Pair husky wheels 21 & 18 \$40 each many other quality Husky parts

Email: vmx250@mailcity.com portersville PA

1976 Husky 360 gp mikkola replica nice bike fast has mikola Decal on it still \$500 firm Email: vmx250@mailcity.com PA

Parting out 82' WR430 Husky I am parting out my 1982 Husky WR430. Have mostly complete engine, frame, wheels, ignition, suspension etc. Make offer for the part you want! Can ship anywhere! Contact Andrew 805-466-4414

Wanted: i need a metal front sproket cover on my 1983 250 WR if you have one e-mail me at <sourdojack@motocross.com>

Wanted: i need a rod kit for my 1980 WR 250 if you have one e-mail me at <sourdojack@motocross.com>

For Sale Oval Husky project. 1970 MH 360CR, frame,clamps etc blasted and hi quality acr enam painted. Bottom end rebuilt,seals gaskets etc... and in frame. All hardware cad plated. I have a new piston and rings, with cylinder ready for rebore. Have all parts to finish project. This is a solid AZ bike with unrusted fork tubes etc.. This is a steal at \$350. You arrange pickup in Phoenix Az. Gene 602 788-8529

For Sale: 1973 400cr (MK), completely restored, ported/polished, ready to race, \$1800! **1972 Husky 450WR (MJ)**, also restored! \$1500. OBO. Gil Arenaz (Utah) 801-298-5070

'74 WR250 pipe \$40. Good condition. Needs paint. Photo. Tank, \$50. Excellent condition, been repainted white. Photo. Front wheel with Akront shoulderless, \$40 includes brake and axle. Tylor, (206) 365-5144. pandaroo@msn.com . Seattle, WA.

I have **two mid-70's 3.2 WR tanks**. One purple, not maroon (\$125), and one auto green(\$100). Both in very good condition. One pair of white original plastic fenders same model. Very gd condition.(\$75).

One seat good condition, but needs cover (\$50). Thanks, Ron Connors roncon@simplyweb.net (760)738-4077

Large selection of 70's & 80's **NOS Husky parts**. Also large selection of good used parts. Call Steve. Ont., Canada 416 281-8848 or e-mail sray459482@aol.com Steve Ray

Business opportunity. Vintage motorcycle accessory shop. Profitable and fast growing. All inventory and equipment including computer, database. Can be located anywhere. This is an absolute turn key company. Check us out at www.vintagemx.com or fax 703-787-0885 for info.

For Sale: 1986 CR250 Cyl. and Head with new Std bore L.A. Sleeve, Wiseco Piston Kit and clutch cable. \$290.00 OBO. Call Ed at 616-937-6515.

"made for husqvarna" flywheel, clockwise rotation arrow. Found on Bultaco parts bike. needs a home! Call Jay at 937-644-1955

Wanted to trade - a nice 78 Montesa MX bike, I would like to trade for 1978-1980 Husky, please call Steve in NY at 914-962-4334

WANTED- kit piston/ring for husqvarna WRK 125cc of 1992. If you have it please send me the price of it to :
naish01@hotmail.com

Spanish trade: I would like to trade a 1978 Montesa mx in excellent condition for a 1980 Husky 390 or 250 CR in same condition. Call Steve - 914-962-4334

WANTED: Tank for (MG) '69 400 Cross (NOT '70 or later), Tank for (SG) '69 360C Sportsman, Sportsman tank bag, muffler, Hd. lite, taillite & related wiring/switches, battery holder etc.. & Pre '71 early style handlebars (low cross bar). Also need "rocket" style ('69 & earlier) clutch cover & mag. cover (slightly damaged ok). Thanks! Dorian ph.360.943.1559 e-mail doriak@w-link.net WA

Wanted, 1974 Husqvarna 125 or 175 CR or WR. Prefer a runner, but will consider a project bike. Can pick up in the Rocky Mountain region. Contact Glenn at 303-972-1016 or email at ggneal@uswest.net.

1975 Husqvarna CR 360 GP - Very good condition, only "blemish" is a minor flat spot in rear rim. No dings in tank, no rips in seat. Supertrapp added to factory pipe. Motor is very crisp. \$1400 obo. Western Washington. Thomas @ (253) 884-1204 or doorslammer@ptinet.net

FOR SALE: 1981 Husky 430 enduro. New top end, front tire, and have some replacement parts. Also 85 250 water cooled frame with left case and jug. call Jerry at (806)767-0881 or e-mail jebaird@door.net

Wanted for 81 or newer Husky Wr 40 mm triple clamps up and low. Ray at 802 -434-3956 -RGN102282@aol.com

For sale 87 Husky 250wr New piston, new rear metzler, new seat cover, Excelent condition. With ICO speedometer, Bark busters, many new extra parts, cables sprockets ect. ask for Ray at 802-434-3956 - RGN102282@aol.com

71 husky 360 c enduro 100% original , approx. 600 miles , runs strong ,have owners manual & repair manual,nice bike best offer. e-mail EBEAN4310 @AOL.COM TERRE HAUTE,IN

76 Husky. Great shape. Needs TLC. Hasn't been ridden since 1993. New Wiesco piston installed before I recieved the bike. Purple tank. Missing side covers & part of the air filter (partial)Nds rr tire, fork seals & carb boot. Call Steve @319-852-7681 or fax 319-852-7787 or e-mail me at stevek@bel-net.com

1970 on any Sunday 400 cross, in southern Calif. (San Diego). Complete bike, not running, with preston petty fenders, plastic levers, otherwise all original, with current California green sticker registration thru 2001. \$500 619-222-4071 befe 10pm PST

Complete restoration, 1983 Husqvarna 500 Xc, Frame # XC07679, Eng. # 20942235, \$1,800. Call, Don, (435-723-5324) "Scott R Kirkpatrick" <srkdesign@email.msn.com

1981 Husqvarna 250XC Original owner bought new in 84 only rode 2yrs. MS 4 gal. tank,skid plate, +tool bag plus brand new original tank. Bike is in Ex. cond. \$700 will sell new tank sep. (724)-667-1428 REYNO@prodigy.net

1982 Husqvarna 250wr, comes with extra swing arm, one bottle of fuel mix, and a fuel tank. runs gd. \$1200 obo. Kentucky, call 338-4533 or e-mail me at Matt_787@hotmail.com

1970 400 cross ,works shocks, new plastic, new spocks/chn, new rr tire very clean \$900 obo. also red alum tank from a 78 to 80 cr 250 one small ding \$75 (513) 459-7629 or email sstan78777@aol.com

Wanted Owners manual for 74 250 CR Mag Call 304-267-6471 or e-mail husky@intrepid.net

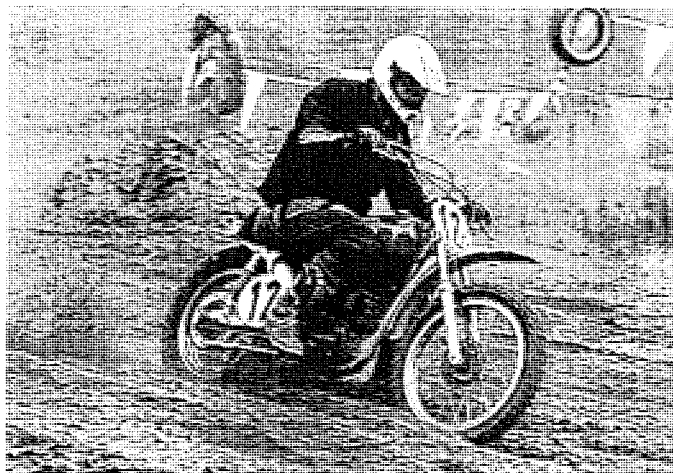
Excellent Letters

THOUGHTS & TIPS FROM A FIRST TIME RESTORATION

About a year & a half ago I decided I wanted to "restore" a vintage Husky. I chose the '71 Husqvarna 400 Cross 4-speed as I had always wanted one as a kid. It took 15 months & way more money & time than I first estimated. For better or worse, here are some of my experiences & thoughts on the project in case anyone is interested in doing this for the first time themselves.

After deciding on the exact bike for your restoration, you need to commit to yourself to stay focused & that you will see the project thru to it's completion no matter what. Have money set aside for the project. If you don't, it WILL end up a basket case pile in your work shop. Stay disciplined & resist the temptation to buy other vintage bikes as they come along unless the purchase can help you with parts or whatever you may need for your project. You will also need to decide if you want to do a "concourse" restoration for show or something close to original that's good for AHRMA racing, just riding or somewhere in between. After much research, I decided to make my project as original as possible yet not break the bank so I'd still want to ride the thing after it was finished. To tell the truth, a "concourse" restoration looked like too much work! To do a good job, learn all you can about your bike. Become an "expert" on that model & be patient.

If you are on a budget (like I was) you'll need to do most all of the work yourself. Otherwise you will be farming out a lot of work & the cost will add up quickly. I paid to have sand blasting done, hubs



Dorian's Husky roosting at Woodland, WA 1999

powdercoated, seat rebuilt & wheels laced & trued with new spokes. I painted the frame etc. (twice, don't ask!) & went completely thru the motor & tranny myself. I found a nearly perfect original tank so I didn't have to send the beat up tank that came on the bike out for dent removal & repainting. I installed aftermarket alloy fenders that looked nearly original. Little things make a big difference, like nice gas cap, nice handlebars, grips & controls, new cables etc... Nice rebuilt & polished wheels look real bad with old tires, tubes & rim locks so replace them with new ones. Replating or replacing the various fasteners makes a big difference also.

To keep from getting discouraged, attack one part of the restoration at a time. For example, complete the motor, the frame & swingarm, then the front forks etc... It may seem a bit overwhelming at first but if you do it in stages, you can build on each success & before you know it, you'll begin to see results. Take before & after

photos too, especially during disassembly. They can be a very helpful reference when you go to reassemble things if it's been a few weeks (or months). I learned a lot during this project. The biggest thing I learned was that I'm never going to do this again (just kidding!). The Husqvarna Motorcycle Club web site & newsletter along with Craig's knowledge & advice proved invaluable. Also Matt Hilgenberg at Speed & Sport & John LeFevre at Vintage Husky provided parts & technical information, TACK!!

- Dorian Sleeper - Olympia, WA, USA <doriak@w-link.net>

S R C - Husky Fork Braces

Hi Husky club

I talked to Wade Summers last week and he is going to make me a front fork brace for my 1982 Husky430cr. They are the 40mm forks. He got all the measurements from another bike, and he is going to put all the data into a computer and try to design the best brace for these forks. I thought I would let you know so you can tell other people about this brace.

Aaron Flores <aaron_m_flores@yahoo.com>

P.S. If I wasn't a Husky member I wouldn't have known about Wade Summers. Thank You.

Ohio Vintage Races - BE there!

Honda Hills has a vintage national mx & gp scheduled for the 28th & 29th of August. We are looking to make contact with riders and racers from that era and invite them out for what we hope will be a great weekend. This will also be the 25th anniversary of the '74 TransAM. The gp on Sunday will incorporate at least part of the original track. I need your help in contacting people and inviting them out to Honda Hills. I can be reached at 740-323-3766- usually on voice mail, call anytime or hondahills@ascenture.net
Honda Hills is just east of Columbus, Ohio on major hwy 70.

American Eagle 405 Sources

FYI : I hear the guru on these American Eagle bikes is Dave Duane, AHRMA southwest mx coordinator, 714-965-0660. Just thought you might want to add it to your file on Husky/Husky clones...

Norm DeWitt, CA - WHAMMYGUY@aol.com

Tips from Bill

Dear Husky Club,

I have some good tips, that could maybe help someone with some of the problems that I've had in the past. Also new Motoplat ignitions with and without lights are available from Pro-flo.com and also pvl's too. On the carburetor manifolds (with two 8mm screws) can be cross reference from the Dennis Kirk snowmobile catalog.

1. STRIPPED OUT Hex Hole on Hex CAP SCREWS (clutch cover) Take a ballpeen hammer hit the screw with the pein end, this could also be done with a punch in hard to reach places. Your going to mushroom in the hex, then line up the allen wrench, knock it in with the hammer to rebroach the hex then unscrew.

2. BROKEN STUDS (somewhat near flush) Your gonna need a small mig welder, hold the nut on the center of the stud the best you can

and weld the stud to nut, then unscrew.

3. FROZEN SWING ARM BOLT Again weld threaded rod to the nut on the end of the bolt, use a piece of pipe that's the same length as the swing arm that the nut will fit in, put a washer and nut on the end of the threaded rod and proceed to jack out the bolt with the other nut removed.

4. BROKEN CASE EARS These cases can be repaired by your local welder, then you have to very carefully file the case half flush on the center seam, till you can put the case halves together and see no light when looking thru the center, when held up to the light. Then bolt together and carefully redrill the hole using the other case half for a guide. On magnesium cases don't forget to clean up the fillings, they are very flammable.

Husky **Bill Porciello** e-mail - pporciello@snet.net
203-723-1967 in CT.

Forest is Da Man!

Hello Husky,

I am a squid! I let my dues run out! 20 lashes with an old clutch cable. Here is my dues money . Thanks.

The bike is running perfect (78 390OR) - three races so far, 2 firsts and one third. Many thanks to Stahl's Husky for pistons, gaskets, and GREAT ADVICE. Forest - you're the MAN!

I can recommend a great seat cover guy here in Central PA - Barry Jenkins 717-432-2838 Call him!

One more thing, late 70's 390 shift shaft seal - Honda #91201-415-013, perfect fit and no leaks, I also used the tip in the earlier news about fork seals and they worked great!

George Bressler - 717-938-8473

In Memoriam: Leroy Winters

By Kevin Grimes

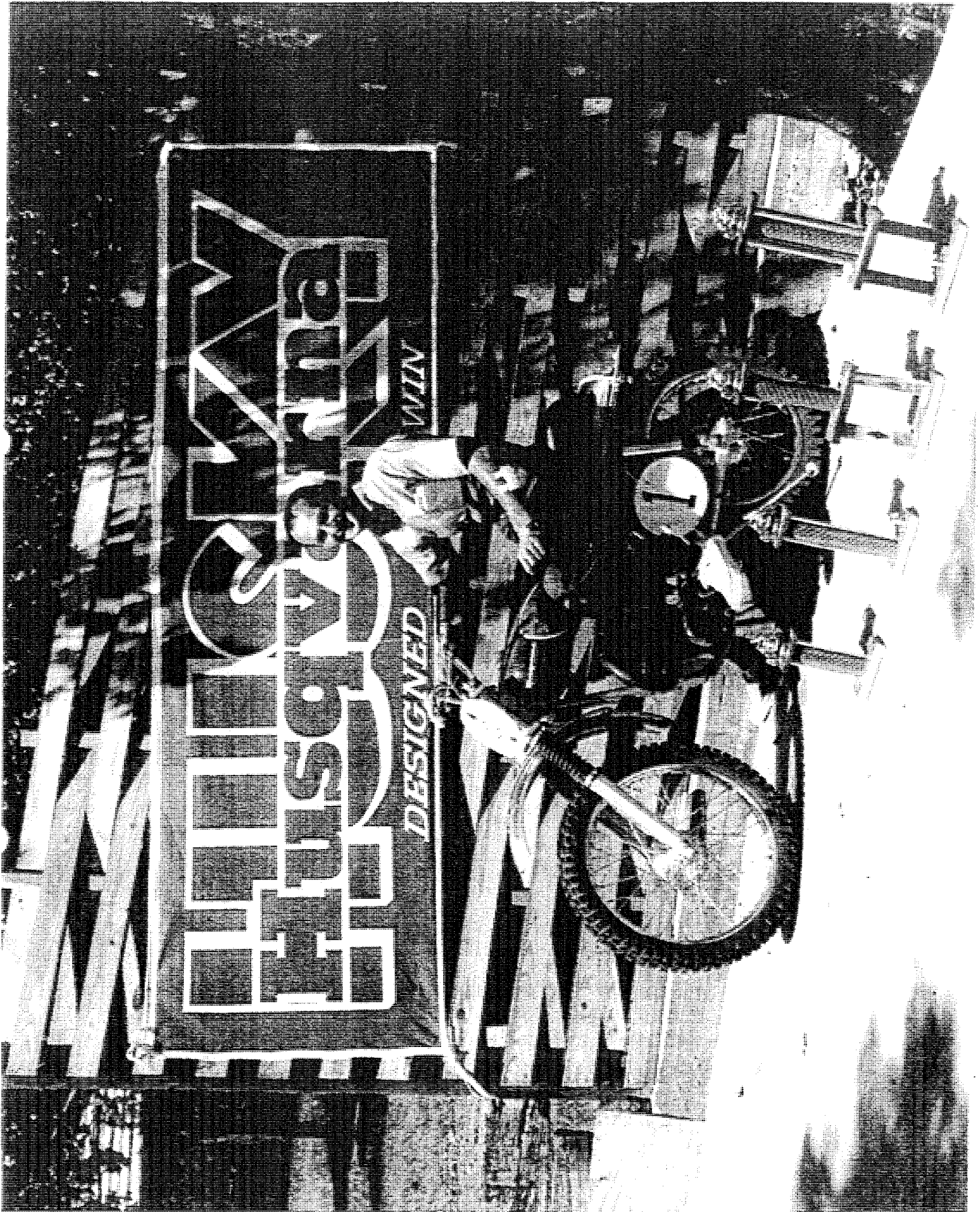
On Feb 20, 1999 motorcycling lost one of the true pioneers of our sport, Leroy Winters.

In addition to being a Honda, Husky, Penton dealer for many years, Leroy made a name for himself as one of the best enduro riders in the country. Winning many big races including the Jack Pine Enduro, Leroy competed in the International Six Day Trials for eight years in a row. In the 1966 ISDT Edison Dye sponsored Leroy and Malcolm Smith on factory prepared Huskys. The 1967 Silver Vase Team consisted of Leroy Winters, Malcolm Smith, John Penton, Bud Ekins all competing on Huskys.

Proving a good rider can win on just about any bike, Leroy won a Silver Medal in the 1971 ISDT on a Honda SL 125. Years after retiring, Leroy was instrumental in organizing the ISDT/ISDE Reunion. Hopefully this event will continue so we can all honor great riders such as Leroy Winters .

God Speed Leroy!

(overleaf shows Leroy Winters in 1967 on a 250 Husky - editor)



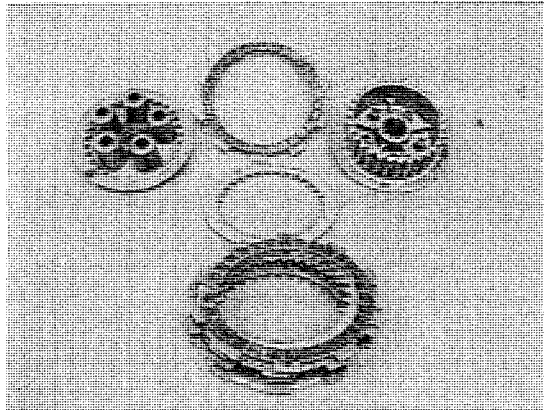
Contributed by:
Wade summers
Summers Racing Components

INSIDE THE VINTAGE HUSQVARNA

The Clutch

Whats' in a clutch? Motorcycle clutches for the most part are multi-disc wet plate friction devices that when actuated disengage the crankshaft from the transmission. Springs (housed in a pressure plate) are used to force smooth discs into fiber coated plates. The fiber coated plates have external tines that engage with the outer basket which in turn is geared to the crankshaft. The smooth alternating inner discs have internal tines that engage with an inner hub, which in turn is geared to the primary transmission shaft. The size & number of the springs, as well as the pre-load of the springs determines how much force squeezes the smooth discs & fiber plates together. The more the squeeze, the less likely that the clutch will slip under extreme load. Unfortunately, the more the squeeze, the more effort required (by the rider) to disengage the transmission from the crankshaft.

Disengagement is effected by mechanically pushing the pressure plate away from the inner hub. The mechanism must overcome the spring pre-load force (& then some) for complete disengagement. Complete disengagement



Some clutch components shown are the pressure plate, smooth & fiber discs, & the inner hub (circa '76)

is important especially when sitting on the starting line. A dragging clutch can be commonly seen of the starting line of just about any vintage race. From a mechanical point of view "dragging" is basically the same as a "partially engaged" clutch. However "dragging" is bad and "partially engaged" is good. (See the following story on "Causes of a Dragging Clutch") (continued page 2)

7 Causes of a Clutch to Drag

Residual friction between the smooth discs and fiber plates of the clutch when the pressure plate is pushed away from the inner hub is the cause of "dragging". This friction can be caused by either too little movement of pressure plate effected by the lever/cable mechanism, too little oil available to lubricate the surface between the smooth discs & fiber plates, the wrong oil and/

or out of spec components. 1) Improper cable adjustment and/or a worn or damaged outer clutch cable can be simple causes to detect & repair. 2) A worn de-clutching shaft (see photo page 3) is another possible cause. 3) Inadequate oil supply and 4) poor oil quality are also causes of clutch drag. In a following article "Improving Oil Flow to the Clutch" several solutions to inadequate oil supply are described. Vintage bikes can benefit from using synthetic oils. We have seen a significant reduction in clutch drag by switching to 80 weight synthetic oil. (cont'd pg. 3)

Inside this issue:

The Clutch	1
7 Causes of a Dragging Clutch	1
The mechanics of clutch actuation	2
20 things that adversely effect clutch pull	2
Increasing oil flow to the vintage clutch	3
Physics of Clutch Pull (Forces & Moments)	4

Special points of interest:

- Learn how a clutch works
- Reduce clutch pull by 20 point checklist
- Learn what causes clutch drag
- Learn how to increase oil flow to the clutch that will improve performance
- Use 80 Wt synthetic oil

The Clutch (cont'd from pg1)

Trials riders are the masters of the partially engaged clutch. Much of the magic they perform is the direct result of their mastery of the partially engaged clutch. Maintaining a partially engaged clutch for any length of time more than a few seconds on a vintage bike is usually more than the clutch can withstand without over heating petroleum based oils. (See the article on cause of dragging clutches for synthetic oil recommendations for use with vintage machines.) By improving oil flow to the clutch plates greater use of the partially engaged clutch can be realized with Vintage machines. Increasing oil flow to the clutch is the subject of another article in this newsletter.

The clutch actuation mechanism is composed of many parts, each having an important role in not only effecting the disengagement but

also in how much effort is required by the rider. A heavy pull required by the rider is a common cause of cramps (arm pump). Clutch hand fatigue and the resultant failure by the rider to use the clutch during transmission shifts is the direct cause of most rounded gear dogs. Worn and damaged mechanism components increase clutch pull in excess of the original values when the bike was new. See the related story "The mechanism of clutch actuation". The damaged de-clutching shaft shown resulted in a considerable pull effort at the lever. Radiusing the edges of the locking screw



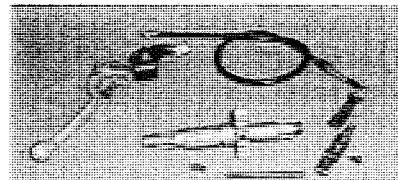
Damaged de-clutching shaft due to improper installation of retaining screw.

will prevent this type of damage.

The Mechanism of Clutch Actuation

"Trials riders are the masters of the partially engaged clutch."

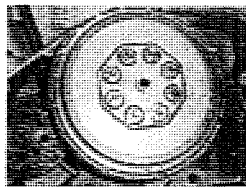
Clutch disengagement is effected by a lever movement at the handlebar pushing the clutch pressure plate away from the clutch inner hub. In the case of the vintage Husqvarna there are no fewer than 13 components directly involved in this mechanism including; the perch, the perch/lever pivot bolt, inner cable, outer cable, cable ends, de-clutching shaft, torque arm, de-clutching shaft bearings, push rods, primary trans shaft & pressure plate thrust bearing (see adjoining photo).



Components of Clutch actuation mechanism

20 Things to Look for that Adversely Effect Clutch Pull

Starting at the lever and working toward the clutch pressure plate, following are 20 things that can adversely increase effort required by the rider to actuate the clutch.



The top 20 reasons for un-necessarily hard clutch pull

1) Not enough clearance between lever and perch. Generally the result of replacing one or the other part with

aftermarket part.

2) Over-tightening the lever pivot bolt.

3) Crud on the perch faces that parallel the lever.

4) Crud or galled pivot bolt &/or lever pivot hole.

5) Kinked or smashed outer cable.

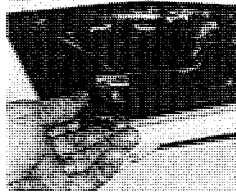
6) Kinked or frayed inner cable.

7) Rust or crud between inner and outer cable

Continued pg. 3

Causes of a Dragging Clutch (cont'd from pg. 1)

Don't let the high number 80 fool you, when you pour it out of the bottle it pours like 20 weight petroleum based oil. Some synthetics do not mix well with petroleum based oils so plan on changing oil more often than usual for the first three changes. After three changes all of the residual petroleum oil should have been displaced. As far as frequency of oil changes go, you should inspect the condition (color/darkness) of the oil after every race.

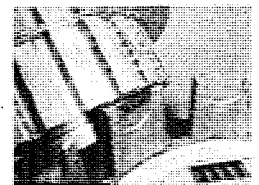


Inspecting oil and magnetic drain plug after each competition

With synthetics you can go at least twice as long between routine changes, but don't let this keep you from inspecting the condition of the oil after every competitive use of the vintage

machine. The best way to inspect the oil and the engine internal parts is the lay the bike flat on its side and pull the magnetic drain plug. Do not mistake the shift drum detent for the drain plug. Change the oil anytime it is visibly dark or there is excessive metal on the magnet.

5) Wear of the clutch basket and inner hub by the tines on the fiber plates and the smooth discs can cause notches to form on the edges of the basket & hub. These notches basically restrict the discs & plates from separating. This wear condition is more common on newer post '74 models that use aluminum basket and inner hubs.



Grooves worn in basket & hub cause clutch drag

As mentioned in an earlier article 6) non-uniform pre-load on the clutch compression springs can cause clutch drag. 7)

Bent, warped or unevenly worn discs and or plates will cause the clutch to drag. Bent or warped components can be culled by inspecting each plate and disc by laying them on a flat surface. You should also measure the thickness of each in 8-16 places and if the difference is greater than 0.0010" replace it. On the '74 Husqvarna clutch there is 0.085" total pressure plate travel, the variance of all the plates and discs is additive. Being that there are 11 discs & plates you can readily see that unless you are very meticulous in your inspection and culling a dragging clutch is inevitable.

20 Things to Look for that Increase Clutch Pull, cont'd

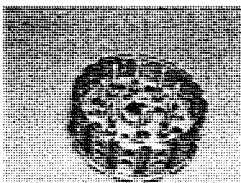
- 8) Lack of low viscosity lubricant between inner and outer cable.
- 9) Burs or rough surface on cable ends.
- 10) Too short of a de-clutching shaft torque arm. Inspect replacement parts carefully.
- 11) Mis-aligned cable and torque arm. This usually is the result of torque being bent or the replacement with the wrong part.
- 12) Crud on the bearing surface of the de-clutching shaft.
- 13) Damaged de-clutching shaft (see photo pg. 2 for one example).

- 14) Worn bearing (surface) of de-clutching shaft.
- 15) Rust or crud in ID of primary trans. shaft.
- 16) Rust or crud on push rods.
- 17) Rust or crud on thrust bearing.
- 18) Over-tightened clutch compression springs.
- 19) Worn clutch basket caused by fiber plate tines wear.
- 20) Worn inner hub caused by smooth disc tines wear.

"Modern engines have pressurized oil supplies which feed oil to the clutch plates. Vintage engines do not have this advantage."

Increasing oil flow to the vintage Husqvarna clutch

The lower 25% clutch assembly is bathed in oil. However because the clutch assembly rotates clockwise at approximately 1/3 the rpm of the crankshaft, there is considerable centrifugal force applied to the oil contained therein and thereon causing it to be thrown outward & away from the plates and discs where it is



Drilled inner hub supplies more oil to clutch plates & discs

needed. Modern engines have pressurized oil supplies which feed oil to the clutch plates. Vintage engines do not have this advantage. The same centrifugal force that throws the oil from the clutch also produces a suction pressure at the center of the clutch basket and hub. The "as manufactured" vintage components however do not allow for this suction pressure to have a positive effect because the hub is solid. By drilling holes strategically in the back and edges of the hub and the basket, allows oil to be sucked into the center of the hub where it then flows outwardly through the gaps between the fiber plates and smooth discs. The higher oil flow reduces friction between the plates and discs and can help to force the two components apart when the clutch is dis-engaged thereby further reducing drag. The higher oil flow also promotes for smoother and more gradual engagement. Cont'd pg. 4

Increasing oil flow to the vintage Husqvarna clutch Cont'd from pg. 3



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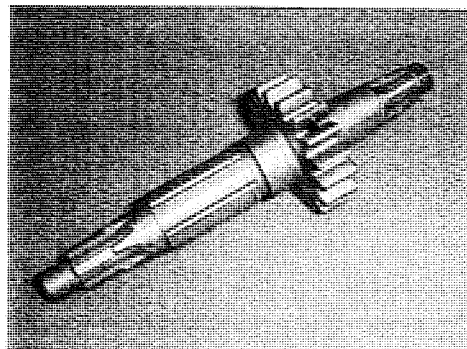
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Improving Historic
Performance

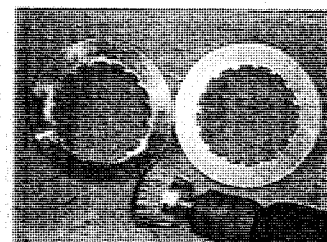
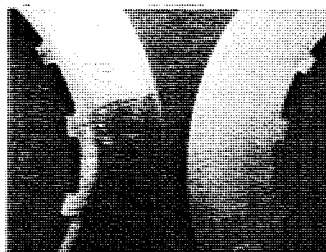
Website:
www.srcinc.net

Another improvement to oil flow we are testing is drilling a small 1/8" hole in the middle of the nip between any two gear teeth as shown in the accompanying photograph. With each revolution of this shaft, oil is forced by the opposing gear tooth into this hole. This modification converts this gear into a gear "oil pump". The oil is then forced to flow in both directions down the shaft. One end of the shaft will discharge its oil into the de-clutching shaft and the other end will discharge the oil into the center of the clutch hub, thus supplying more oil to the clutch plates and discs.



Modification in primary transmission shaft providing oil galley to the clutch

One final suggestion to improve overall clutch performance is to lightly score the surface of the smooth discs with a fine abrasive plastic bristle brush fitted to an electric drill. Cross hatching the surface will allow these discs to retain more oil. This should be performed each time the clutch is disassembled.



The Physics of Clutch Actuation (Forces & Moments)

The '74 Husqvarna CR-400 clutch has 8 compression springs that squeeze the discs and plates together. These springs each a spring rate of 96 lb./in. I pre-load* each spring 0.3875" or 37.2 lb. The total force applied by the springs to squeeze the discs and plates together is 298 lbs. The moment arm of the clutch lever to the index finger is 3" (A) and the moment arm of the lever to the cable end is 1.1"(B). The moment arm of the torque arm is 2.3" (C) and the moment arm of the de-clutching shaft to the push rod is 0.23"(D). The pull force on the clutch cable to actuate the clutch is reduced to 29.8 lb. because of the 10:1 mechanical advantage of the torque arm. The pull force on the lever to actuate the clutch is reduced to 10.9 lb. because of the 2.73:1 mechanical advantage of the lever. If you apply the pull force farther out the lever than 3" the force will be less equal to the change in the mechanical advantage. By measuring the clutch pull at the lever using a piece of rope and a fish scale, you can determine how much extra force is being added due to other frictional forces, such as those 20 listed on pg. 2.

You can improve the mechanical advantage by lengthening the torque arm and/or using a Honda CR lever & perch. Installation of needle bearings in the center case for the de-clutching shaft to rotate on will reduce "other frictional forces".

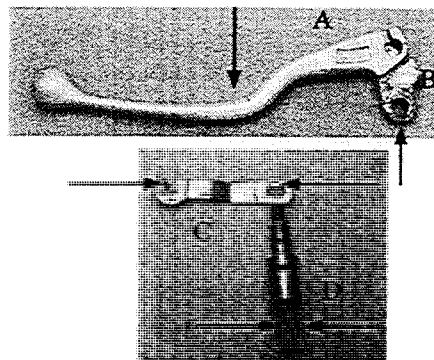
Generally speaking any increase in mechanical advantage by a change in lever/perch system or lengthening the torque arm will reduce the amount of pressure plate movement. The OEM components of the CR-400 have approx. the following displacements:

lever moves 2.25"

Cable moves 0.85"/ Torque arm moves 0.85"

Push rod moves 0.085"

If the clutch drags with a push rod displacement of 0.085" any reduction will result in greater drag. Any improvements in mechanical advantage are ill advised until you solve any the dragging problem. As it will only get worse



Moment arms of clutch actuation components

with a shorter push rod movement.

More on the Clutch next issue.

*See earlier issue for spring preload stop recommendations and photographs.

Dale's Husqvarna Odyssey

the History:

Dateline: Friday March 19, 1999 - For the first time today, after over 28 years, I threw my leg over a running Husqvarna 250 (no muffler and castor - what;s that smell ?) and put it in gear. WEEEEOH ! Maybe being 48 instead of 21 has numbed my senses abit, but this sure seems to have ALOT more power than I remember, thanks Forest, and the memories just come flooding back.

Flashback: October 1971; Me and my friend Hank both had Husqvarna 250s and we thought that if we could get signed up, it would be a kick to go and race the TransAMA... While it started in CA. we would pick it up in Unadilla and race the last 12 races and end up at Saddleback Park. Heck, I had a new van, we borrowed my dads pop-up camper and off we went. I had 5 or 6 hundred bucks in my pocket. Well it rained that day in Unadilla, anybody remember what the 'screw-u' is and what it is like wet, or the big back hill at Unadilla. So we were on our way, Canada, best coarse I was ever on, Ohio, Fl.in Fl, we set-up lawn chairs on the starting line after the race and watched it on the local news with the Jones bros., they had a big motor home. Eating canned soup with Torrie Jonsson (Ake's younger brother, on a Macio of course) in MO. Brad Lucky flips his van in N.M, what a time. But in the end we ran out of cash in Ca and I had to sell my Husky to get us home to N.Y., 3 days LA to NY, almost 3 months, and 17,000 miles later. After that I had a little racing on a Rickman Montesa, but hung it up shortly thereafter. Then on to the real world, work, marriage, kids...and one day my wife says to me 'Dale, you need a hobby'. Yeah, ya think so ? So I went and picked up a bunch of magazines on stuff I was interested in, radio, nix, hotrod, geese see what 8 pistons cost, British car, no thanks, I owned a Lotus Elan for awhile, computers, double nix I do that all day at work, bicycles, na, too much work, then and a



couple of bike mags. Yeah I'll get and old bike and fix it up, so I started to find old Honda 160's for cheap. 60 bucks, 100 bucks, at one point I was up to 7. I also found that by doing a little digging with a computer (BI - before Internet) I could find lots of Honda parts for 10 cents on the dollar, (alas this is no longer the case). Now I am down to 2 160's - one I use around town, and one is my next project in the workshop.

the Find:

Years go by and I have always said I would like to get a little dirt bike to play with, and the internet grows. I happen upon <http://www.intrepid.net/~husky/hustest.html>. Craig & I pass a few emails back and forth..., Then right there in the local all classified paper on-line, daring me to call, not 4 miles from my house, is the following line;

FOR SALE 1971 Husqvarna 250 basket case \$200.

I go look. You know what happend next. Looks to be pretty much all there, the tank is right , but spray painted, pipe looks almost perfect, the motor, well, the motor is messy, org front tire, good seat but no cover, so... will you take 150.... Sure. Done. !

I immediately shoot a note off to Craig, 'Now look what you made me do'. Once home my family looks in the back of my truck and my son says 'are you 'nuts' what a pile of junk !'. Well of course I didn't see it quite that way, and I unload this 'pile' to the work shop. After asking alot of questions, and making lists and taking pictures, getting Craigs news letter, I start. Slowly at first. Watch On Any Sunday a couple of times for motivation.

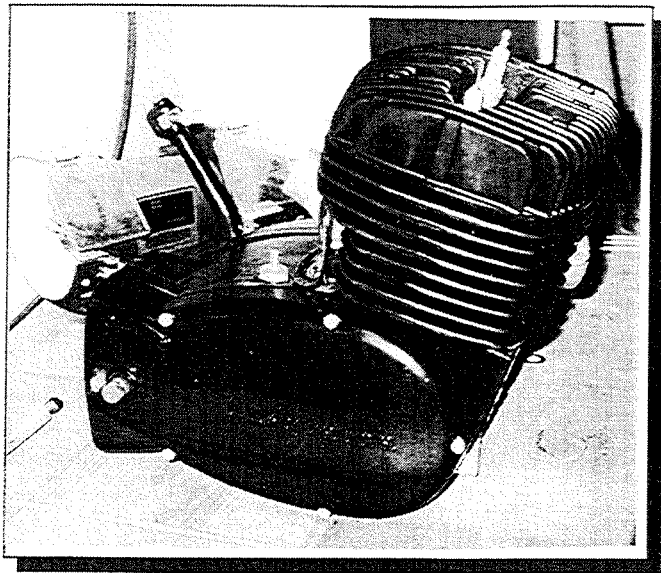
the Search begins:

The search begins, and this is where I begin to have some problems with the old bike hobby. I am cheap, and ther are alot of demands on my megger income, the kids need shoes etc. , the well pump is going to go one of these days (it did monday night). So I start looking for parts to begin restoring my Husky, and I find fairly quickly that ALL the parts are in FEW peoples hands and boy do they want top dollar for this stuff. Well supply and demand, right ? I go back to the drawing board. I am never going to get this done if I need to buy all the stuff I want to buy. After making many more passes over this bike I decide that I will invest money in the engine, and the tank to make it nice. Everything else I can do, I will do myself. I began by doing the ritual cleaning of parts, and what I found was that much of what I thought I needed to replace I could re-use. For example the original Magura lever assemblies that would cost about \$40 each to replace could be straightened out and polished up very nicely. I actually took them along with the rear wheel on vacation with us and while the kids were at the beach I sat in the shade and polished stuff. Talk about some strange looks !

The bars were original but rusted and it would cost too much to re-chrome, so I ended up getting a used bar from someone here in CT for a MJnot correct but I'm building a play bike here. And I'm not going racing, I have 7 screws and a plate in my right ankle, not motorcycle related, remind me to show you the x-ray some day, I scanned it into my computer.

the Forks & Motor:

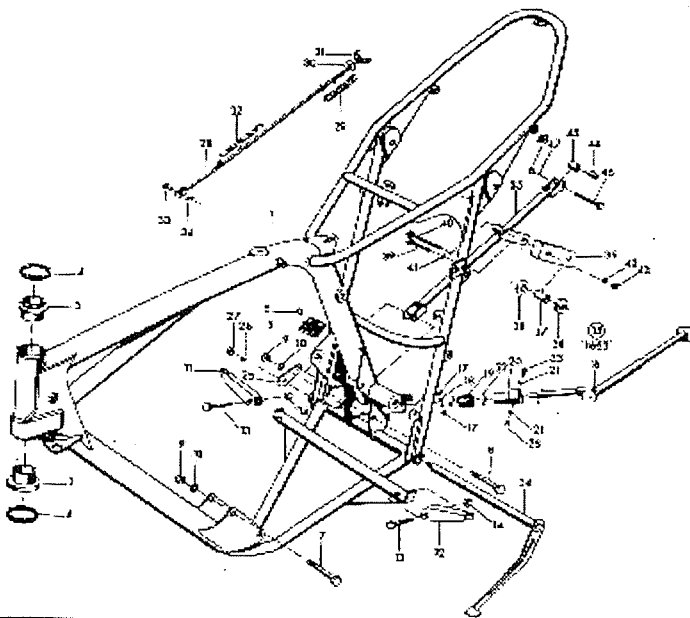
Forks, well new seals are a given, so I ordered a set of seals from VMX <http://www.vintagemx.com>, Chris is great, give him your business. I pull apart the forks, the seals don't fit. what !...I end up going to a local bearing / seal place with the old seals, 'I need 2 of these please'. That done I set the forks aside.



On to the motor; The top end was off and there was water in there, yuk. double yuk. The piston is toast, the crank turns but makes an awful noise so it is probably also toast. Head is o.k, cyl maybe..So I'll need gaskets, piston, bearings..more. When I go to split the cases I don't want to kill them so I ask Craig for advise and he agrees to pop the cases with his case tool, and he comes through with a piston, Way to go Craig. Off to W.V. goes the motor and a few days later Craig calls. Dale your motor is pretty bad, but the transmission looks good. After we talk about it we / I decide the best course to take is to let someone do the motor work. I decided to send the motor to Forest Stahl. Forest does wonderful work, and he made me a great motor, runs like gangbusters. Thanks Forest. But it ain't cheap, remember I said I was cheap, the day that Forest told me how much it was going to be to get my motor back, and I had to go home and explain that to my wife, well I have had better days. 'Sue I need to talk to you about something'..and after I drop this she says, well it is your only hobby, WHAT a Saint ! So the motor comes and it looks just great, and I spend alot of time just sitting in the shop looking at it on the bench, some would call that strange, but some would understand.

the Frame & Silver parts:

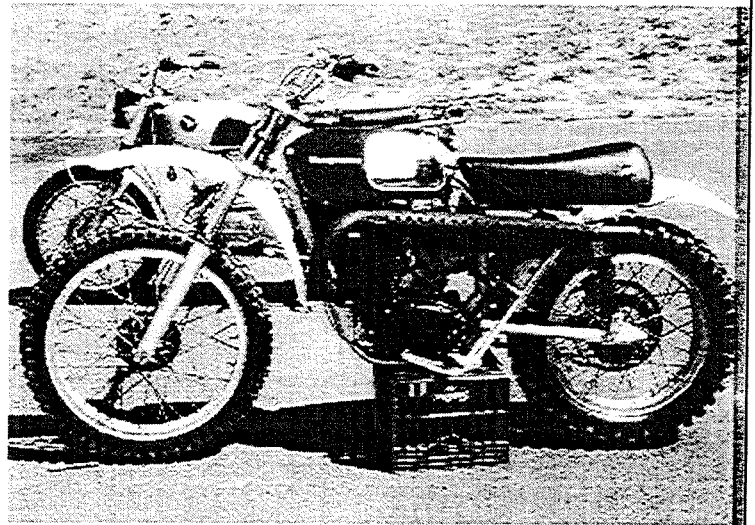
I have one of those little Home Depot sand blasters. No blasting



cabinet. So last summer while the wife and kids were away in Cape Cod, and I was 'home alone' I got at the frame, and other painted parts. I started with a couple of small parts, sand blasted them, and primed. I then went and got a few different types of spray can paint. I found that Krylon 'dull aluminum'. was a really good color for the silver pieces, and with a couple of coats of clear they look pretty good to me. I couldn't afford to powder coat, and I didn't want to drop hundreds on paint materials at the auto body store. I kept doing the small pieces, till I came to the frame. I hung it from an apple tree in the front yard and went at it. There I was sand in my hair, shoes, underwear, what a sight, 10 hours. With a quick trip back to Home Depot for more sand, but it was done. A good cleaning and soak with laquer thinner and I was able to get primer on it all in one day. During the next week whilst home alone, I hung everything up in the garage and got about 2 coats on it every night, and before the wife & kids came home I had most all of silver parts done.

Finishing up:

With the frame on the work stand, I started assembling things. forks on, himmmm, I have to set this motor in the frame, wow it fits just like it should be there. Rear shocks on , bars on, levers on, throttle, little problem with the throttle cablebut nothing a 40 dollar cable



Dale's beautifully completed 1971 MI series 250 cross

won't fix, 'hello Forest, I need!.

Now as things come together I start saving my lunch money to get final items. Mount a new rear tire/tube, remember that if you can't change a rear tire in four minutes you can't go to the Six-Days, well I can't go to the Six-Days. Put the new cover on the seat, get the motor bolted down, and I can't stand it anymore, so one day in December I roll it outside put some pre-mix in the Bing and kick. I fires after the third kick...wow this is great. Over the winter I pattered around putting things on and taking things off, until I decide that it's ready, the tank looks like crap, but I gotta ride it. I cleaned out the tank with gravel and gas, and seemed to get most of the crud out. It is now March 1999, roll him out kick, kick, no spark...on man, what now., I did have spark, it did run. I checked the coil and motoplat. I even sent the coil to Bob Hogan 'Hogans Cycle Shop' in MA. he has lots of Bultaco, OSSA, and Yankee stuff laying around, he knows Motoplats, what a neat place. I finally found that I had pinched one of the motoplat wires under the backing plate, fixed, days later, kick, kick blrp, blrp. kick, kick...go to the loaded up drill, wide open throttle, kick, kick, blrp, kick, kick, blrp, varoom, ring-ding-ding-ding...oh boy.

Back to the begining, March 19, 1999 for the first time in over 28 years....my 12 old son David has the camcorder up on the deck.....and he and his brother Jeffrey go nuts when dad wheelies up out of the back yard, and Dave says 'What's that funny smell ?' What a rush! /* I need a kick-stand for a 4 speed !!!!!*/

So what's my bottom line 'restoring a 1971 Husqvarna 250'. - it aint cheap ! It's not as expensive as restoring a 68 GTO, but it is alot more expensive than restoring a 67 Honda 160... Would I do it again, probably, and I am getting an urge for an old Bultaco...uh ho.

Parts & Peices;

Craig - <http://www.intrepid.net/~husky/hustest.html>
piston, and advise - priceless

VMX - <http://www.vintagemx.com> - number plates, air filter foam , air filter cage, Husqvarna decals , exhaust pipe springs

Vintage Husky - has everything, seat cover and used air filter cover

Halls Husqvarna - very good to deal with, returned calls promptly flywheel puller and fuel tank rubber washers.

Forest Stahl - engine repair and assembly , also bearings, rod kit , clutch plates , throttle cable

Roger Paul Moreau, RPM'S VINT M/C FBRLSS - <http://www.pe.net/~rpm/> he sells repro 5 speed glas fenders, excel !

Bill Sekulich, PA - Wsekulich@aol.com - Gastank re-finish, Gorgeous !!, beautiful !!, see my web site for before / after

Chuck Jouver, CT - cjover@snet.net - has some good project bikes for sale, bars ,petcock , rear axle nuts , top handlebar mounts

Dale Hoyt, 34 Artillery Rd, Woodbury CT 06798

day phone 203.486.7624 , dchoyt@wtco.net
<http://wtco.net/homepages/dchoyt>

Ed note- Thanks Dale for a great article

Classifieds Continued -

79 husqvarna 250cc al original new electrical system not running .500 contact tony e-mail deee@wg.sssnet.com (330) 832-9491 ohio

1990 WXE 250 2-stroke enduro. The bike is clean has been well maintained, it looks and runs great. It has Answer Alumilite bar and Answer Bark Busters. It is blue/ white w/ yellow plates, and comes with '90 owner manual. It's a fastbike. Price is \$1450. VA. ph 540-635-1614 Rick Morrow <rmorrow@americanonsite.com>

1978 250CR - Beautiful, original, unrestored condition! Very fast, clean & reliable. \$800, offer or part trade for Bultaco parts or ? Please call Pat at (916) 967-9274 or E-Mail clcpdc@aol.com.

79 husky 125cr , engine is overhauled back in early 80, ran maybe 3 or 4 hours. engine runs now and is mint. blue /chrome gas tank no dents,needs some cosmetics. fenders ,shocks,seat re-covered , run it occasionally. sell for \$350 also have 77 360 wr cross country might sell it also fore right price, Thomas wilflipski@email.msn.com

1986 Husqvarna 510 - Sharp looking fast Husky - New plastic tank, new ORing chain, new back tire, metal hand guards -some additional parts, \$1,600 obo. Call Larry (Arizona) at 480-641-4545 or e-mail at lhummel@ix.netcom.com. Larry Hummel Mesa, AZ 85213-7054

76 husky wr,cr? purple tank,needs fenders,seat ,.040 piston. solid condition.\$200.00 Tim 902- 883- 1329. email tjess@netcom.ca Also looking for Honda cr125,250 79-80 parts or bikes. I have 2 of each andsome spare parts to trade or sell.

For Sale: 1996 610 WXC w/ Baja Design kit. Great dual sport bike in ex cond. \$4250. info email Mike in Reno at MLeigh01@aol.com

Wanted - gear #363 for 86 500 Husky please e-mail - Norm Laberge at <Normtara@home.com>

For sale 73 Husky 250 WR. All complete and original, except for plastic fenders. Runs great, low mileage, 2nd owner. 700 OBO...call Vic (310) 364-1259.CA - Leftduke@aol.com

96 WXC for sale it has plenty of extras..brush guards FMF pipe and others, the bike is in great shape i am asking 1950 for her..i live in md and would trd for strt bike... sjmill@erols.com

1979 CR 250, white, In good shape, rides very well, starts on first kick. New jetting, Small dent on 2 gal. tank and pipe baffle. Does need fork work. \$1200, OBO, call Shane @ 801-491-6026 eve. or 801-763-0700 days. email smunn@naturesherbs.com

98 Husky - 8 mths old, excellent condition, 3900 obo. bryan sullivant batesville Ms.(601)578-5449 bcs1693@panola.com

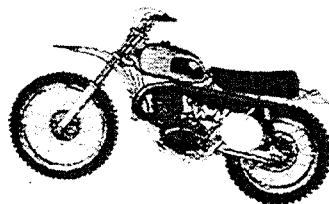
78 250cr for sale.Has new piston,pin,and bearing,new main bearing right side,newer motoplat.brakes cables etc.Nr newrubber, new clutch basket.O rin g chain,new rear shocks.Gd running bike. "Troy - pzhm2da@discoverynet.com> or call 816-220-1850

'91 Husqvarna WXE 350 Enduro - orig. owner, bought new '92, haven't ridden since '95. Always garaged. Chain, sprockets, and tires still good. \$1850 obo. Ask for Paul (425) 355-9113.

FOR SALE: 1996 cr125 excellant shape, runs good. bills pipe, has extra's. \$2200 e-mail - thehelm@msn.com

89 Husky WRK 125 parts bike, mostly complete just apart. cylinder sleeved and bored to accept more reliable KX125 piston. air box was on fire, \$175 obo or trade? Email= out.cruisin@eatmydirt.com or call 215-855-7479, Steve

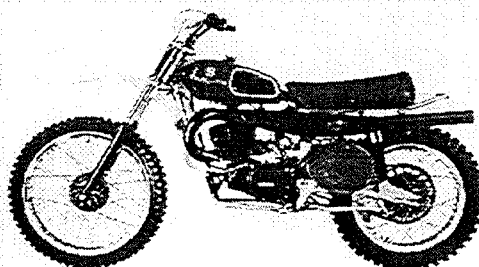
Wanted - airbox for my 1969 360 Husky project, **For Sale 1973 250 RT**, nice running, looks great , I also have nos Cagiva parts for sale as well - Bradley Branch at phone 540-656-1896.



HUSQVARNA PARTS and SERVICE

Machine Shop Full time specializing in Husqvarna
Engine rebuilding, Case welding, frame repairs,
N.O.S. and Used parts available. parts, parts, parts
Wiseco piston specialist - custom applications - call
We now have 390/430 pistons in stock

STAHL'S HUSQVARNA



Advance Tool and Die

1700 S. Nebo Rd. 400W

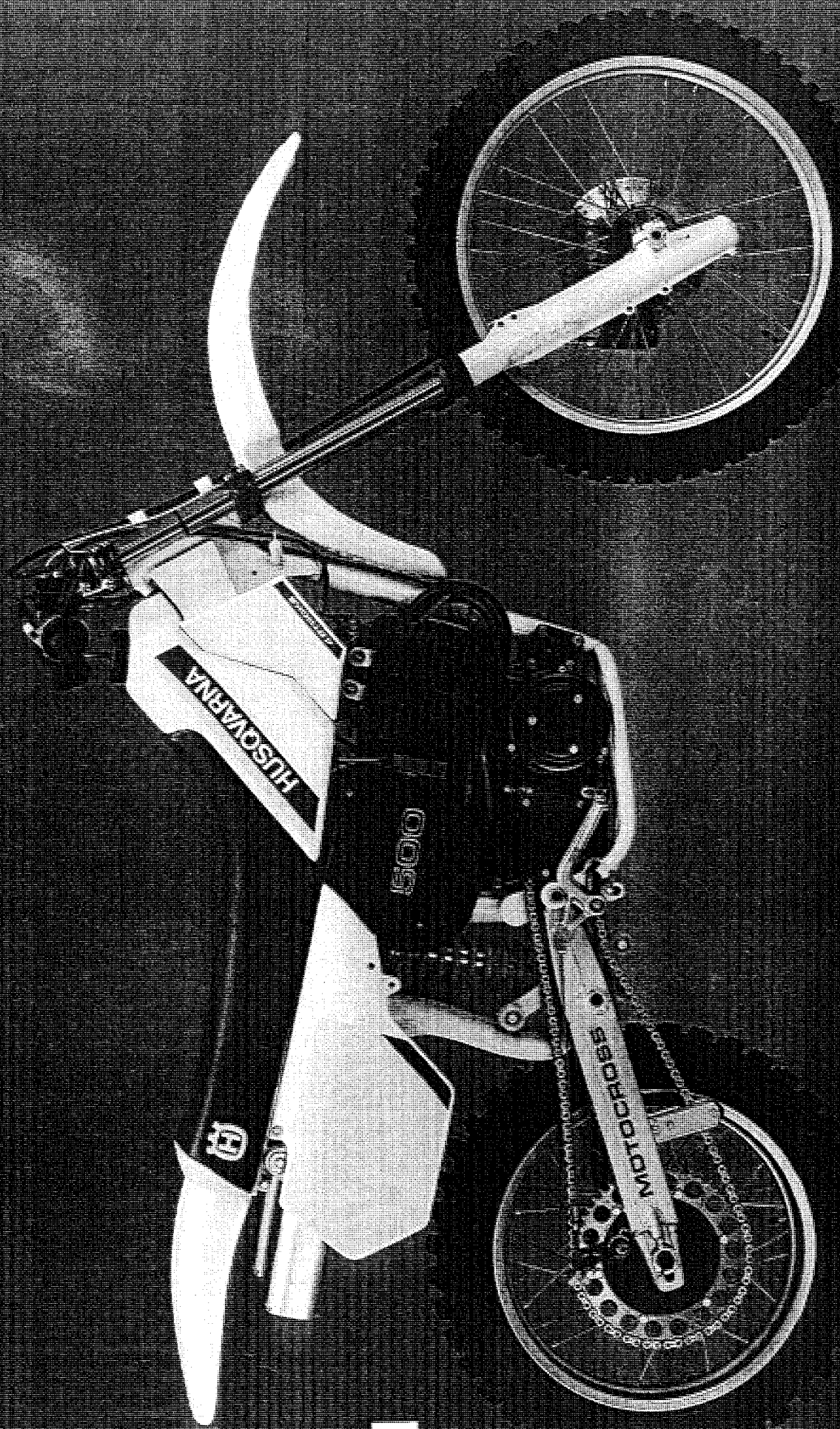
Yorktown, IN 47396

Shop number- 765-284-7653

A Husky shop for past 30 years! Please call when I am in, as I will not be able to return parts search calls. Call Forest Stahl! Race and Restore Daily!

HUSQVARNA

the four stroke for



Husky

Serial number.....Frame: XP09160
 Engine: 2082-0288
 Price.....\$3235
 Number of dealers (U.S.).....300+
 Warranty.....30 day, limited to frame,
 engine and certain components
 Customer service.....Husqvarna Motorcycle Co.
 4925 Mercury St.
 San Diego, CA 92111
 619/565-1414
 187 James Rd.
 Columbus, OH 43327
 614/231-0722

ENGINE

Type.....Air-cooled SOHC, four-valve,
 four-stroke single
 Displacement.....503cc
 Bore x stroke.....91.5 x 76.4mm
 Compression ratio.....9.5:1
 Horsepower/rpm (measured).....38.6 @ 7500 rpm
 Torque/rpm (measured).....29.8 @ 6000 rpm
 Carburetion.....40mm Dell'Orto
 Exhaust.....Twin exhaust pipes with
 aluminum silencer/spark arrestors
 Ignition.....SEM CDI
 Lubrication.....Wet sump with Reed Activated
 Lubrication system, 1.6 qt. capacity
 Air filtration.....K&N oiled gauze element

DRIVE TRAIN

Transmission.....Six-speed
 Primary drive.....2.300:1 (gear)
 Final drive.....3.200:1 (14/48)
 Gear ratios (internal).....1st 2.615:1
 2nd 1.813:1
 3rd 1.368:1
 4th 1.043:1
 5th 0.880:1
 6th 0.740:1

CHASSIS

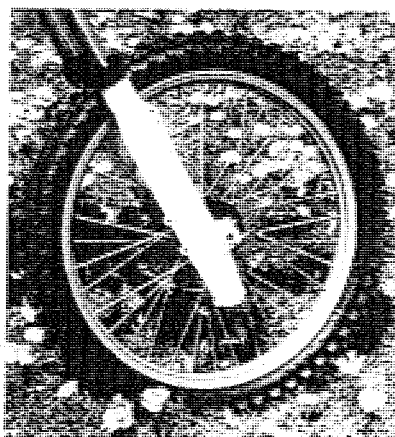
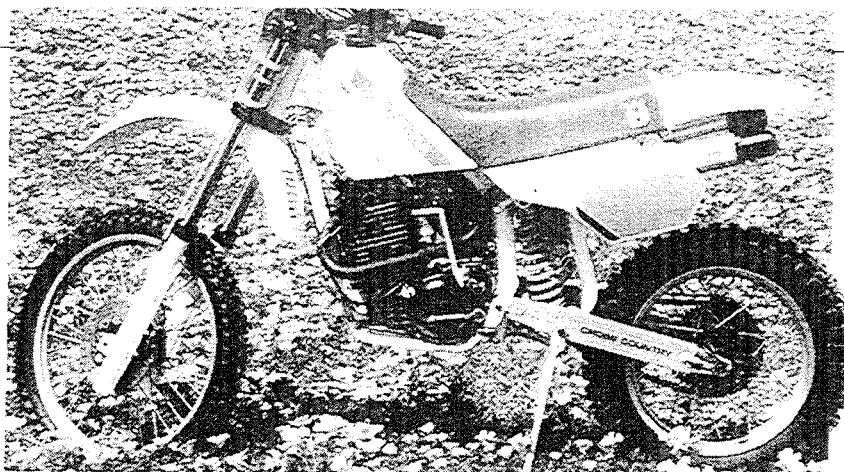
Frame.....Chrome-moly, single downtube
 split into full cradle
 Rake/trail.....27°/4.7 in.
 Front suspension.....Husqvarna leading-axle
 air/spring fork, 40mm stanchion tubes,
 11.8 in. travel (claimed)
 Rear suspension.....Husqvarna single-shock system
 with Ohlins piggyback reservoir gas/oil shock,
 10-position adjustable compression damping,
 14-position adjustable rebound damping,
 threaded preload adjuster, 14.0 in. travel (claimed)
 Brakes.....Front—Brembo single-piston caliper disc
 Rear—Single-leading shoe drum
 Wheels.....Front—1.60-21 Nordisk
 Rear—2.50-18 Nordisk
 Tires.....Front—90/90-21 Metzeler MXR
 Rear—4.50-18 Metzeler Multi-Cross

MEASUREMENTS

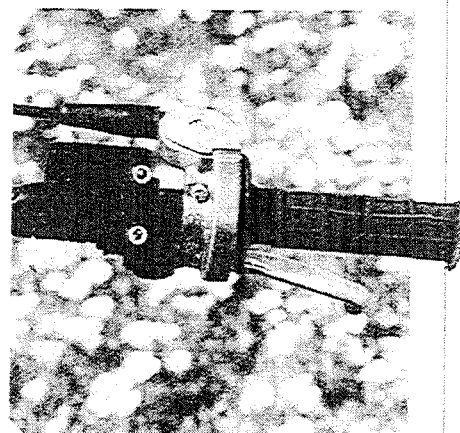
Weight (wet, no fuel).....262 lb.
 Weight (wet, tank full).....276 lb.
 Weight distribution.....126/136 lb.
 (48/52%)(Fr/r, wet, no fuel)
 Weight distribution.....134/142 lb.
 (49/51%)(Fr/r, wet, tank full)
 Wheelbase.....60.0 in.
 Fuel capacity.....1.9 gal.
 Reserve capacity.....No reserve
 Sound test.....102 dbA
 Ground clearance.....13.5 in.
 Seat height.....37.5 in.
 Swingarm length.....23.5 in.
 Swingarm pivot to
 center of countershaft.....3.2 in.

PARTS/COST

Maintenance manual.....\$11.98
 Carburetor jets.....Main jet—\$4.14
 Pilot jet—\$3.94
 Needle jet—\$10.92
 Needle—\$10.92
 Sprockets.....Front—\$14.56/ Rear—\$47.78
 Handlebar levers.....Right—\$15.24/ Left—\$11.59
 Shift lever.....\$38.50
 Piston kit (complete).....\$162.60
 Rings only.....\$33.50
 Cylinder.....\$301.35
 Head.....\$402.87
 Clutch plates.....Friction (8)—\$12.52 ea.
 Steel (9)—\$9.90 ea.
 Air filter.....\$15.95
 Brake shoes.....Front—\$6.89 ea./ Rear—\$10.64 ea.
 Chain.....\$68.67
 Seat.....\$91.81
 Fenders.....Front—\$20.13/ Rear—\$23.84
 Fuel tank.....\$172.09
 Cables.....Throttle—\$12.95
 Clutch—\$12.95
 Front brake (hose)—\$37.38



The old-style fork is standard—easily improved but not state-of-the-art.



A Gunnar Gasser throttle is standard and works well. Grips are average.

TECHNICALLY SPEAKING

Husqvarna used an entirely different engine tactic when they decided to build a four-stroke. They wanted competitive power, but mainly they wanted the lightest four-stroke engine available. They got it by mating a two-stroke-type lower end with a four-stroke, four-valve, single overhead cam top end.

Husky's design saves weight by having no oil pump and a low-capacity oil sump. The engine is lubricated by oil flung into the valve and cam area by the cam chain and by oil mist in the cam chain passage being vacuumed through three small holes in the cylinder wall.

The oil is drawn in and onto the crank, rod bearings and piston skirt by the natural vacuum created when the piston goes up in the cylinder. The downstroke pressure forces the oil back into the crankcase via a reed valve in the cases.

The 510 is a racing machine, successfully designed to win the ISDE four-stroke class. Although the engine requires maintenance, it's not a time bomb, and any problems we've had with Husky engines in the past have occurred well within the 90-day warranty period.

Husqvarna's attention to weight-saving pays off on the scale. The bike weighs 262 pounds without gas and with spark arrestors, a rear frame loop and engine-protection bars. (The Can-Am is 279 pounds with a super-light baffled megaphone and without the rear frame loop or kickstand.)

With six gears available in the Husqvarna gearbox, the bike seems to have a gear for every occasion, even though the engine is far less torquey than the Can-Am and has a smaller range of effective power for rapid acceleration. However, the Husky has a gap between third and fourth gears, noticeable on long, uphill trails. The gearbox suits the engine better for motocross if the bike is geared down and first gear isn't used at all.

The 510 uses the same linkage ratio as other Huskys, and it, too, gets its own rear shock specs. Husky has two types of fork this year (the newer one is used on the motocrossers and enduros), but the 510 got the old-style, white-painted fork. The front and rear spring rates were fine for trail riding, and the rear was good for racing.

To prepare for the same four-stroke race in which we raced the Sonic, we replaced the Husky fork springs and damping rods with a Husky Products Terry Kit with a top-out spring, and shortened Up-Tite Husqvarna's 22-pound/inch springs to fit.

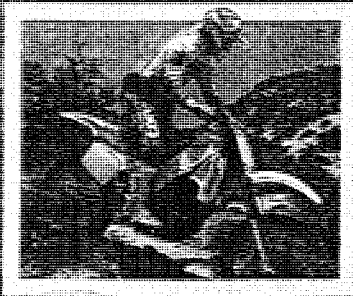
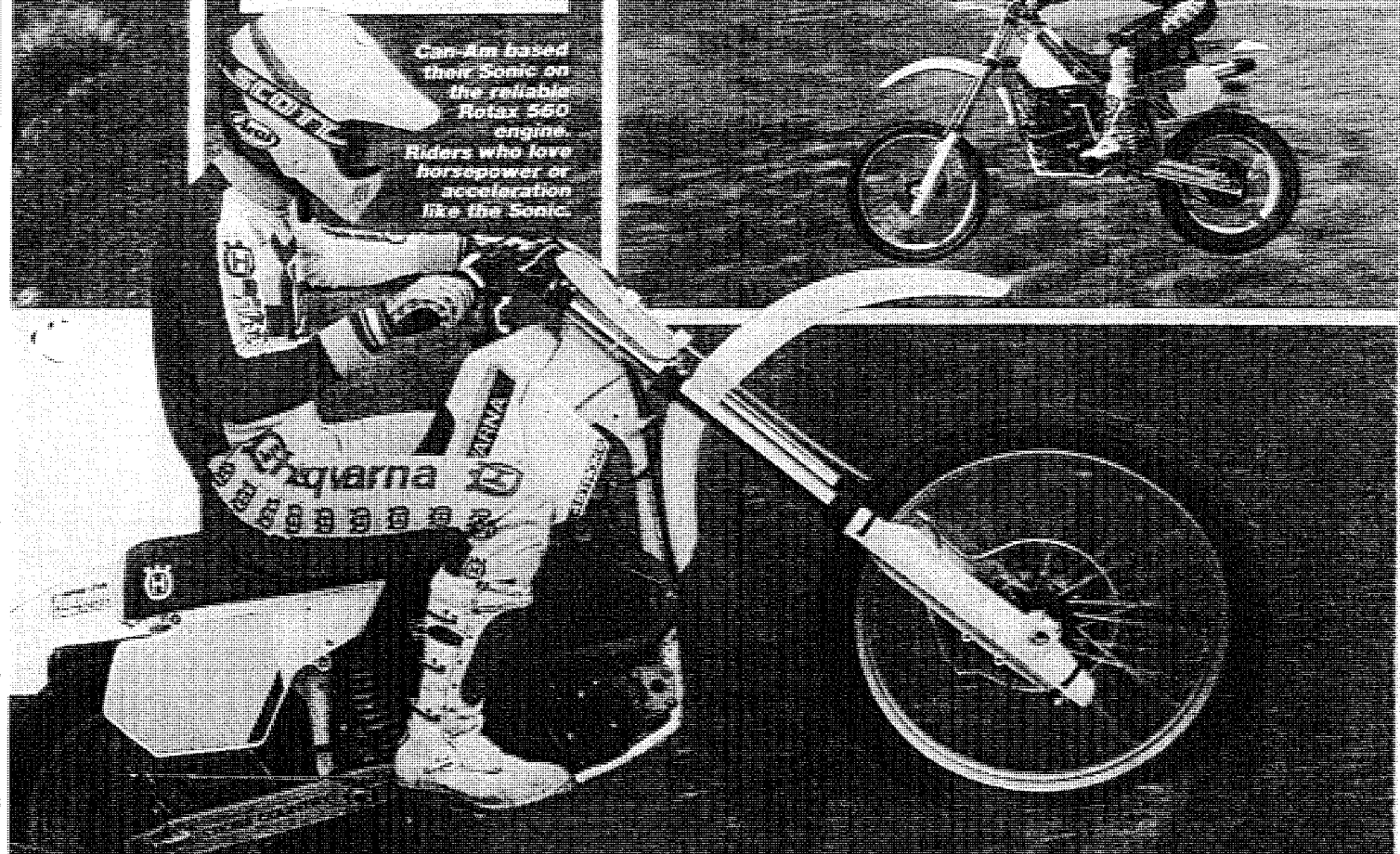


PHOTO: RAYLE WATKINS

Can-Am based their Sonic on the reliable Rotax 560 engine. Riders who love horsepower or acceleration like the Sonic.



motoCross-word Answers

H	U	S	K	V	A	R	N	A	H	H	A	L	L	M	A	N
O	R	K	B	L	U	E	E	M	A	G						
P	I	T	R	E	E	B	M	A	H	L	E	P				
B	I	N	G	E		G	R	O	S	S	I	U	K	H		
L	B	H	H	F	O											
T	I	B	B	L	I	N	I	A	U	T	O					
O	R	A	R	N	O	R	D	I	S	K	T	E				
E	M	A	G	U	R	A	S	A	G	I	L	R				
C	L	O	G	L	R	D	T	O								
L	J	O	F	A	G	I	R	L	I	N	G	A				
S	E	M	L	I	A	L	O									
B	M	O	T	O	P	L	A	T	L	U	C	A	S	W	R	
T	O		A	C												
R	O	B	E	R	T	S	B	U	R	L	E	S	O	N		
G	E	I	F	L	A	P	P	D	T							
T	W	I	N	I	M	Z	E	R								
V	O	G	U	N	N	A	R	C	U	R	N	U	T			
R	E	A	R		B	L										
E	T	A	P	E	R	G	U	R	T	N	E	R	N			

1999 Mid Ohio - Fantastic!

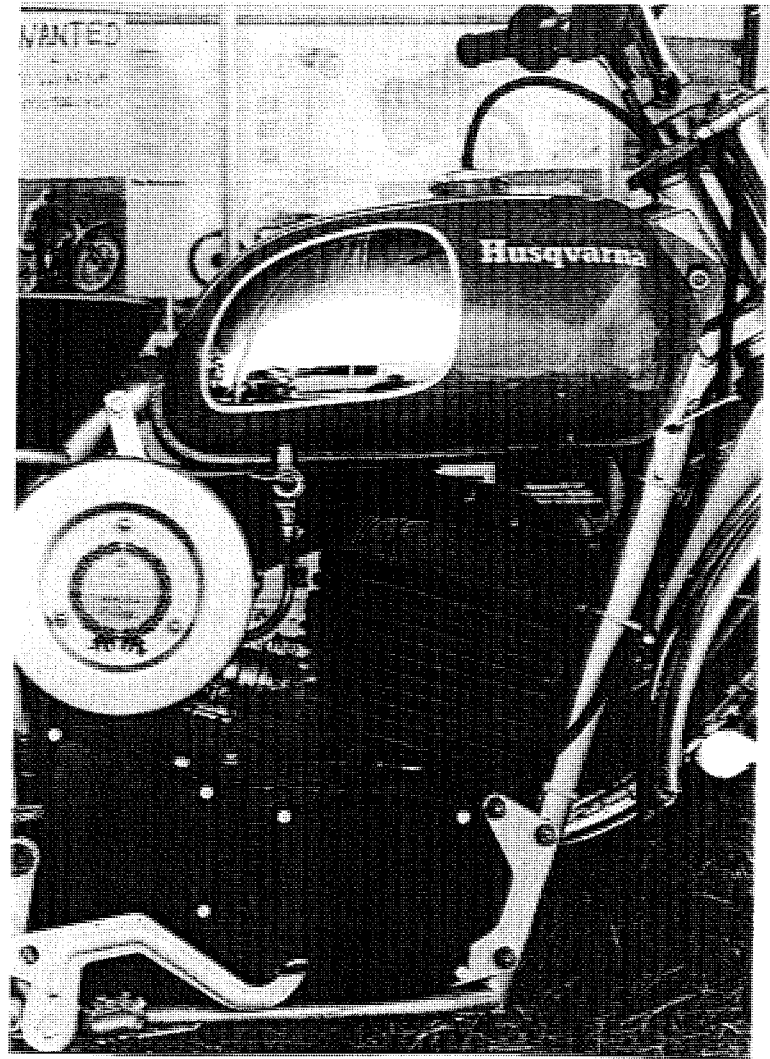
Well 1999 Mid Ohio was a great success! Much more Husqvarna stuff showed up with good prices on most. Several Husky Automatics were instantly snapped up as they arrived! There seemed to be a lot of parts available, both used and NOS. The Husky tent was displaying members Huskys both Friday and Saturday. **Blaine Puterbaugh's** 450's were super sharp, **Joe Anderson's** brand new 74 450 was stunning, **Craig Comontofski** had a 67 360 AHRMA bike as well as a 360 SI Enduro, **Tom Ramey's** 67 polished alloy 67 AHRMA bike was incredible (Tom also displayed 2 show Huskys on the VMD show field - custom 71 250 trials Husky and a super new 76 360 Auto), **John Heger** displayed his 74 Mag 250 that is for sale, **Troy Hasty** displayed a 71 8 speed for sale as well, **Andy Hardin** displayed his AHRMA trick 73 400CR (you should see the new reed cage modification that Andy offers for Sportsman class Huskys as well as many other trick pieces), **Wade Summers** displayed his new Husky seat base, billet aluminum Husky fork braces, "forkskin" boots and more....., Tom Ramey had some custom Beer steins with Husqvarna logo etched in them for sale, Andy Hardin offers PVP shop t-shirts with a great looking crossup Husky on the front, there was Husky lore being spread at all times and tales of great stuff found in the flea market!

If you have not been to Mid Ohio, you cannot believe the flea market size and bargains to be had. There is road racing everyday, flat track on Friday nite, trials AHRMA on Saturday and AHRMA motocross all day Sunday, flea market everyday, free new bike rides everyday, show bikes Sat/Sun, thousands of motorcycles, millions of parts!

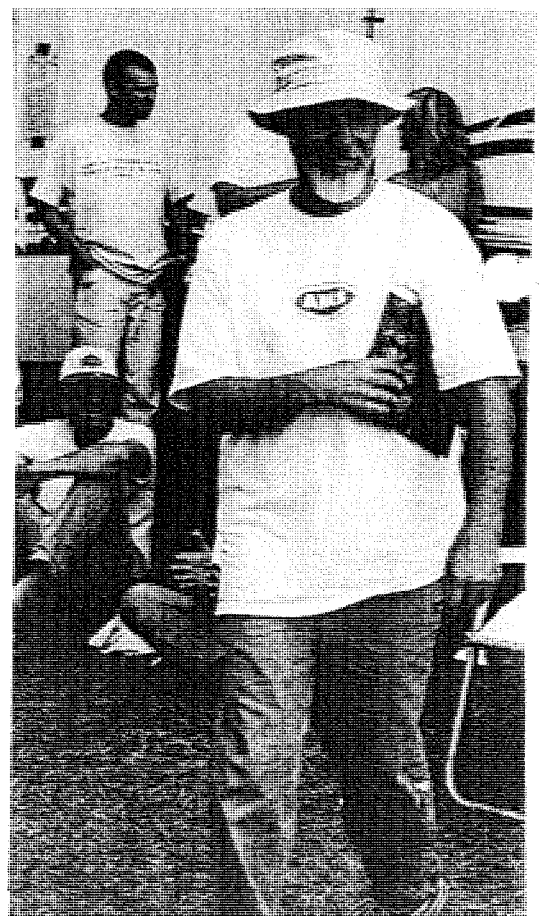
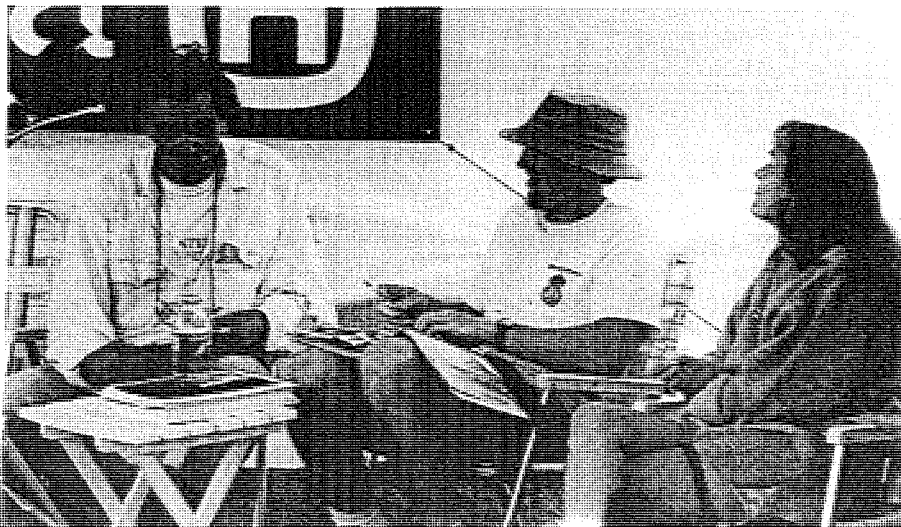
I would recommend buying a flea spot and camping out there. This puts you in the middle of everything and the cost is nominal. There is a shower facility within walking distance.

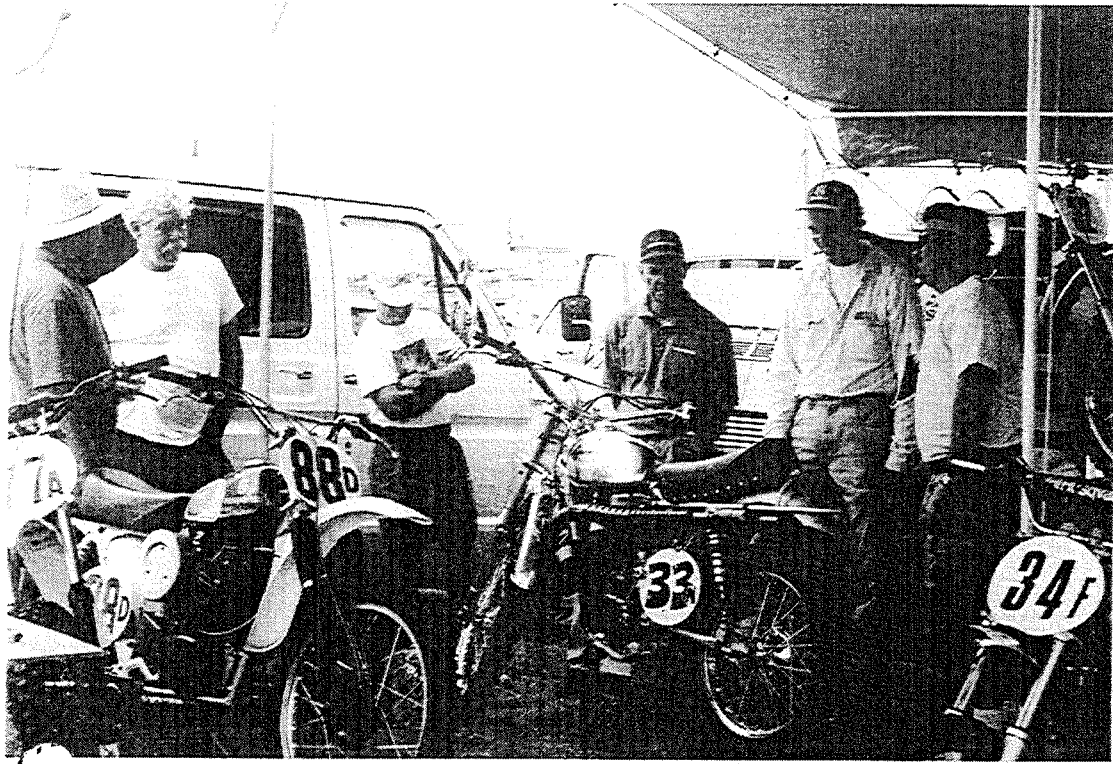
There are seminars on motorcycle restoration, cool racebikes to see in the road race pits, good places to eat close by, friendly motorcycle people add to the great time, t-shirts, stickers,the other 51 weeks of the year are waiting! Plan to be at Mid Ohio next year and beyond!

Craig Comontofski - husky@intrepid.net - 304-267-6471



Clockwise from upper - 1) Blaine Puterbaugh's 1973 450 CR on display at Husky tent. 2) Mr AMS, Dave Boydston won both expert 250 and 500 Classic classes. Dave is smooth and fast on his 67 bolt together Huskys. 3) Craig, Kent Knudson and wife Dia Knudson discuss and trade old Husky literature at the Husky tent.





Clockwise from top -
 1) Tom Ramey, Blaine, Doug Wilford, Wade Summers, Craig and another check out Tom's 67 all alloy Husky race bike.

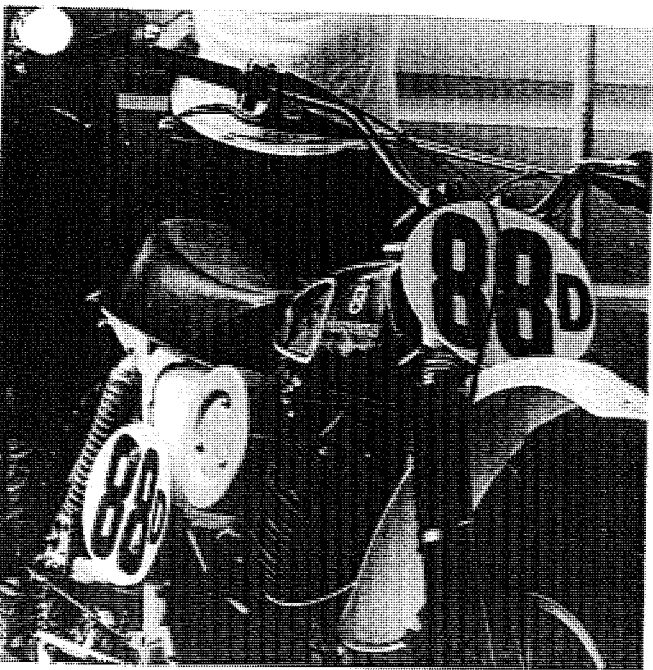
2) Ron presents trophy to Husky rider Mike Scholl.

3) Blaine prepares to race his 450 on Sunday.

4) Joe Anderson's fantastic 450 CR race bike. This bike was raced on Sunday as well.

5) Eddie and Craig discuss Troy Hasty's 8 speed Husky for sale

all photos by
 Jim Baltusnik



Tack så mycket Sverige

Thank you very much Sweden! The 1999 Husky Tour Group had a vacation tour you would not believe. Gunnar Lindström went out of his way to show this lucky group an extraordinarily great time! The group consisted of:

Gunnar Lindström - Thousand Oaks, CA

Tom Ramey - South Jordan, Utah

Tess Ramey - South Jordan, Utah

Henry Schnackenberg - Everett, WA

Allen Wenzel - San Ramon, CA

Don Lukes - Crown Point, IN

Tosh Konya - Troy, OH

Alberto Barsotti - Montevarchi, Italy

Craig Comontofski - Martinsburg, WV

Travel arrangements were made initially via the internet with Silva Travel out of Fresno, CA. Excellent arrangements, great prices for all, we all met in Göteborg at about the same time, but the group took 4 different routes to get there.

We arrived in Göteborg at 4 pm Monday and were picked up in Anders Johansson's vintage Rolls Royce limo. What a special treat! We had made a 3 minute window in Amsteradam and our luggage did not make it, but we were off to Torbjorn Flinck's house for dinner and a museum tour of vintage Huskys. What a fantastic dinner Torby's wife fixed for us at their house in Göteborg and then we all got to see Torbjörn's museum collection of 1937-1964 HVA street two strokes. Luggage arrived within an hour.

We stayed at Liseburg Hostel in cabins, up early on Tuesday, had great breakfast, off to Falkenberg to Anders Johansson. Once arrived we had a terrific meal that Mrs Johansson had laid out for us. Anders has a incredible amount of HVA street 2 stroke parts and bikes. A special lunch at Kyckling Resturant and then to Alingsas to see the next fantastic vintage collection of HVA and was it ever. Torbjorn has arranged for us to see his friend's collection of V-twin 1930's Husqvarnas plus many in progress. We got to ride a 1930 250 handshift Husqvarna up and down the road. Back to Liseberg and a great meal at the special resturant in the park.

Next morning (Wed) we were off to Lerum to see Claes-Göran at McNytt and a tour of magazine archives, then to his friend Jonny's to see a fantastic collection of race Huskys including side car rigs , then off to Falkoping to the Lennart Magnusson Museum where we were treated to a full lay out of food/beer/wine plus a 200+bike speedway motorcycle museum. These folks had really gone all out for us and it was really a spectacular visit. I got to ride a '34 HVA speedway bike down the main street of town. What a ride! Many thanks to Lennart Magnusson, Conny, Stig, and many others.

We took off for Huskvarna hostel , checked in and toured thru town with Gunnar giving a great guided talk. We ended up at the Huskvarna Museum and there were several celebrities there - Bengt-Olof Gusatfsson, Lennart Magnusson, Ove Gustavsson, Leif Norberg and these guys had a talk on Flink motorcycles and we all got factory drawings of the last Flink model. Then off to a special room where there was food/beer/wine and Husqvarna tales till late, then a late night tour of a local Swede basement with Husqvarna stuff for sale.

Up the next morning (Thur) and we got a detailed tour by Lennart Magnusson of the Husqvarna factory as it is today in Huskvarna. It was very special to have Gunnar captivate us with tales of the early 63-71 days when he was a young rider and engineer with Husqvarna working at this same factory. Lunch was at the local factory resturant and we had yellow bean soup and Swedish breads. Back to the Husqvarna Museum for a great talk by Nobert Kunze and then a look at all the vintage Husqvarna items, motorcycles, mopeds, guns, pistols, rocketlaunchers, castiron cook ware , stoves, bicycles, + much more. Then off to Eksjö to the cabins in the wood, clean up and then to a specially arranged tour of Eksjö "Old Town" by Ann and a special local motorcycle vintage tour within this tour. After this

an incredible meal at Guldene Sporren in old town Eksjö , we met Gunnar's son Eric, with then off to a special machine shop where all the Husaberg engine parts are machined from castings.

Next morning, Friday , we were off to Husaberg and were met and guided by Christer Watz to the original factory and then to the current large factory in Rör. Very impressive! If you are thinking about a new ride, Husaberg is top quality and hi tech! Lunch in Motola with Christer, then next to the Motola Motor Museum ! What a vehicle collection! Plus Christer rolled the 1934 1000cc v-twin TT factory racer (one of only several actually produced), he fueled it up and started it for us to hear and appreciate. Wow! Thanks Christer!

Then next to Christer's house for a tour of this master craftsman shop. Then off to the world championship speedway race. You would not believe the crowd spirit and things to see at this Swedish World Championship round. Vendors out front with all kinds of t-shirts, pins, model bikes, books, beer, hotdogs, demo racing, what a sight in the pits!, we cheered and watched the races, a little rain fell and we had to leave early. Off to Mjölby hostel.

Up early on Saturday and off to Huskvarna Road Rally . We could not believe the amount of old Husky road bikes that were on the rally. We met Torsten Hallman and Ruben Helmin! We took off and each of us rode several miles in Erland Lagerqvist's side car Husqvarna. We got to stop at his home and shop and see his motorcycle collection and Rubber reproduction shop. He makes running board treads, shift rubbers, and 100's more pieces for vintage Husqvarna pre 1960 models. The rally ended at Huskvarna and we were off to view the motocross track by late afternoon. Torsten Hallman, Ruben Helmin, Bengt Åberg, and other were there to meet. The Huskvarna Motorcycle Klubb had food and drink for all.

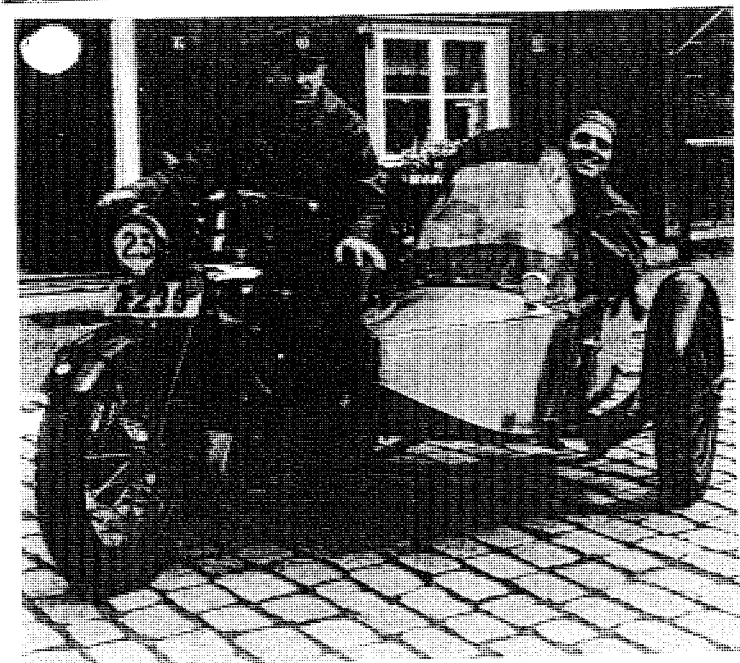
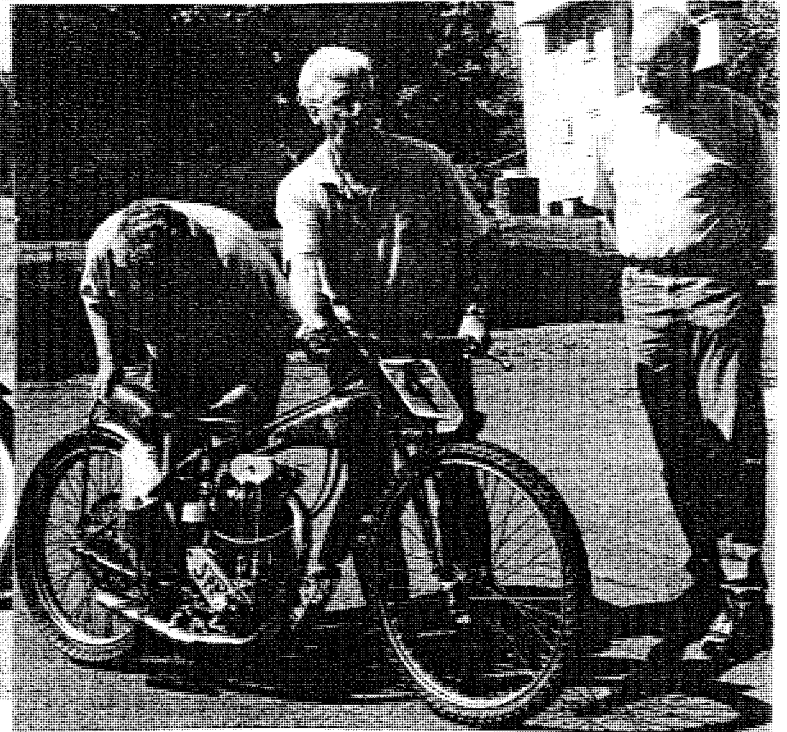
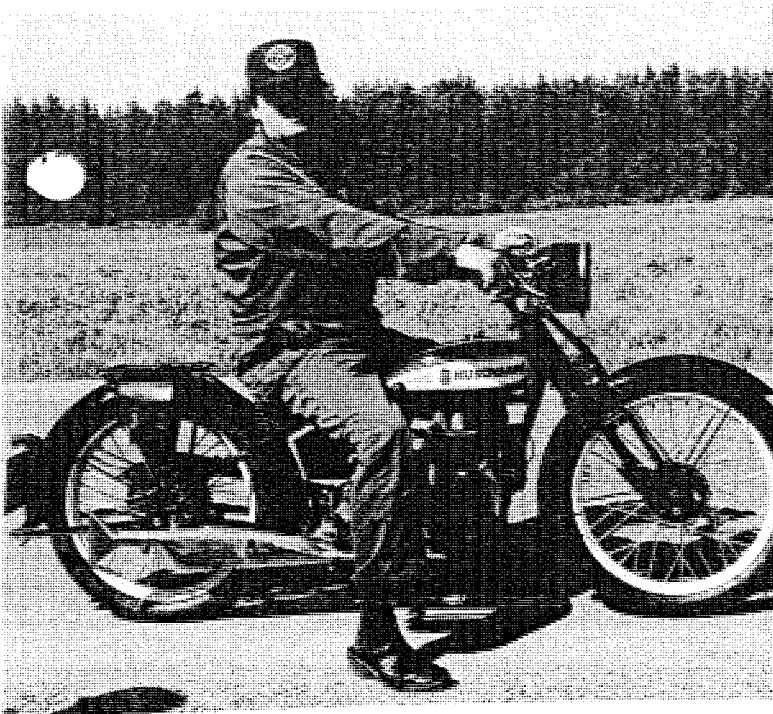
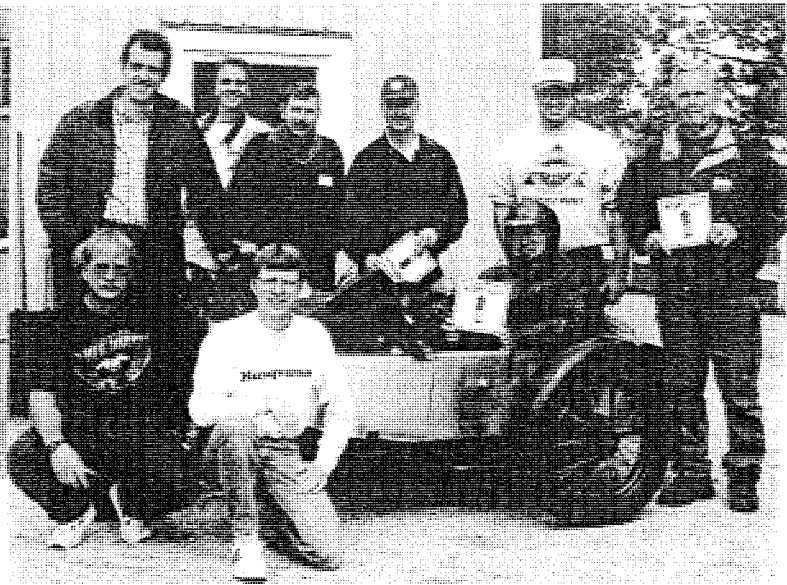
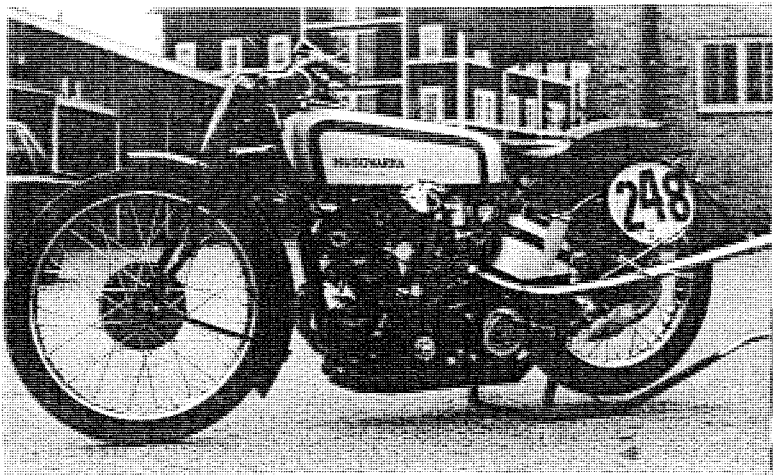
Up the next morning early, drive to track , pick up rental motocross bikes, practice track..... it was all a dream come true! We raced against Bengt Åberg in the old guys class and had a ball, I think I fell down 3-4 times and completely wore myself out, of course it may have been the beer prior to racing, who knows. We met Nils Bjelk, Arne Nilsson, Lars Larsson, Torsten Hallman, Bengt Åberg, and many others , what a day.....back to the Husqvarna castle known as Slottsvillan... the coolest, vintage mansion you can imagine. A suit of knight's armor greets you in the entry way and it was manufactured by Husqvarna back in the 1600's. Slottsvillan was built and owned by Husqvarna for a century. It is now privately owned...the dinner ware(china) has the old style Husqvarna logo on each piece of china. The ultimate Huskvarna HVA place to stay and dine!

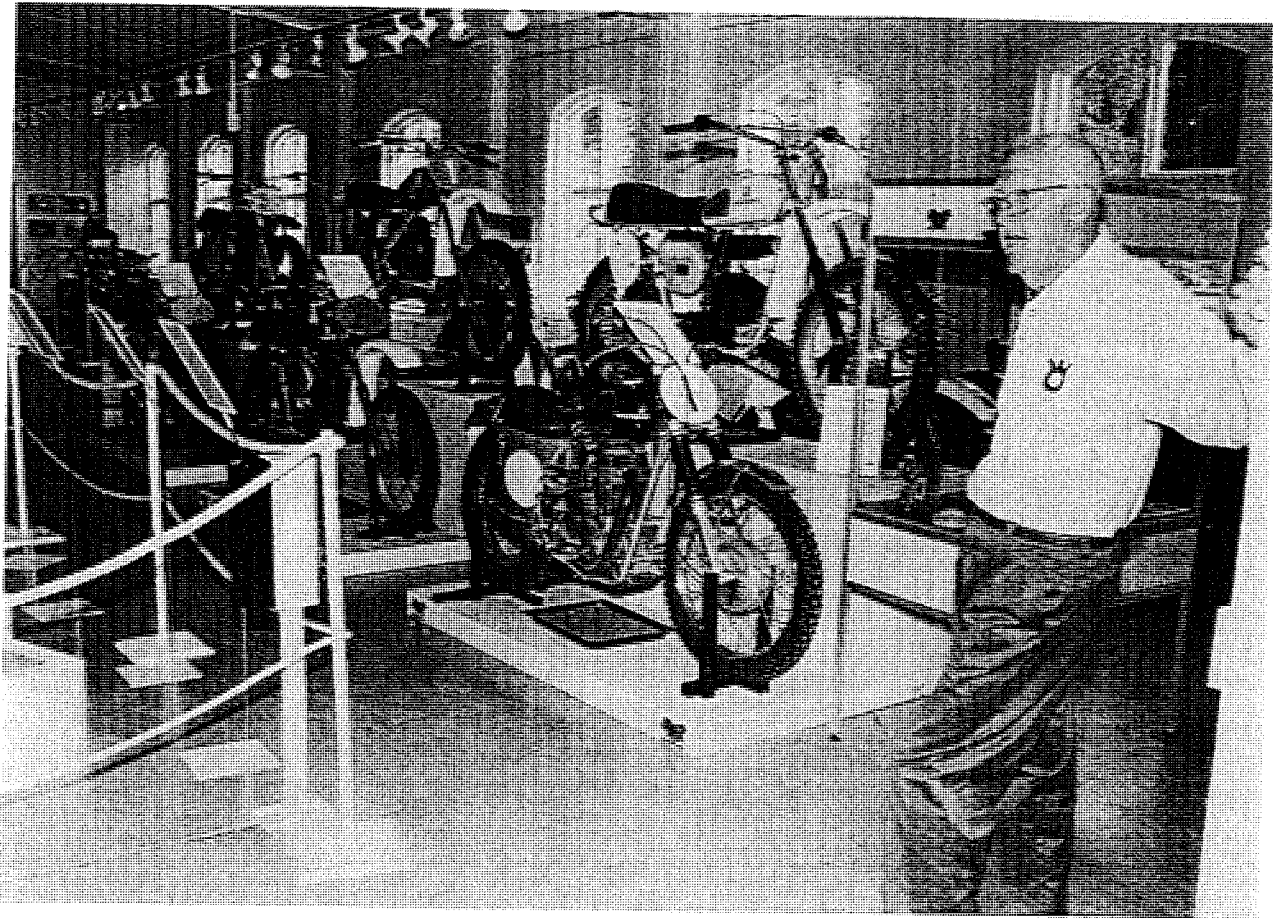
Off to Göteborg Monday morning ...check in at airport ...a little problem with the motorcycle in my luggage...but on our wayOslo --> StPaul,MN, --> Dulles --> WV and it was all over.

There are thousands of details I have left out, Husaberg tour, stuff for sale at all of these places, the Huskvarna track, details of the museums, money exchange, excellent Swedish foods, van rental, Gunnar had great stories to tell the whole time, Silverpilen, LT's, Flinks, Lindströms, Litos, model airplane engine collection, 2 kroner showers, auto off bathroom lights, etc, etc. A tremendous Thank You goes out to **Gunnar Lindström** from the whole group ! You really made this a special event!

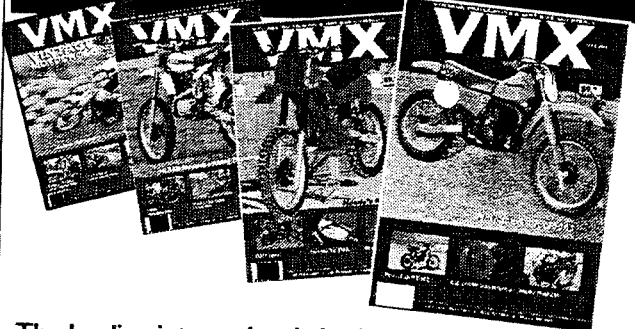
Photos clockwise right starting with upper left - 1. 1934 1000 cc V-twin at Motola Museum, 2. Erland Lagerqvist, 1932 V-twin/sidecar and group(l-r,cw Alberto, Craig, Erland, Gunnar, Allen, Tom, Tosh in side car, Henry in yellow, Don. 3. Lennart holds the bars of the Husqvarna speedway bike while Stig and Conny adjust details. 4. L-R Ove, Lennart, Leif, Gunnar, Bengt-Olof - these guys can tell great stories all nite. 5. Craig in the Lagerqvist Husky side car rig. 6. 1929 model 30 , 250 cc Husky in Alingsas, we got to ride handshift.

The picture following page is the entry to the motorcycle wing of the Husqvarna Museum.





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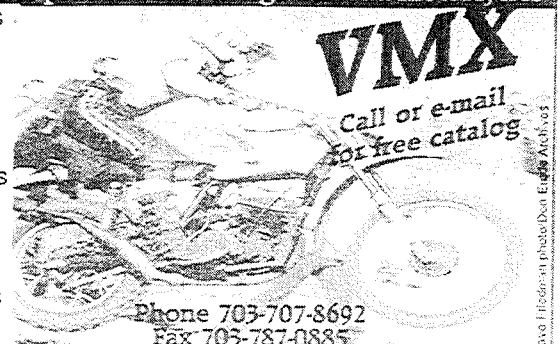
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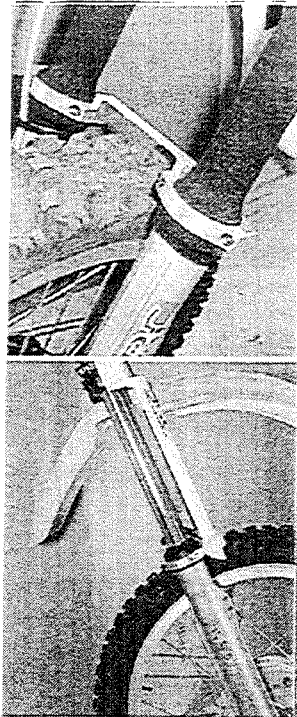
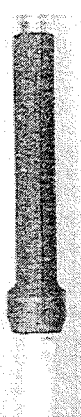
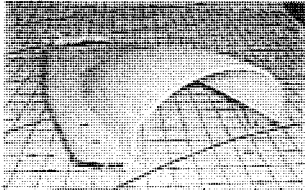
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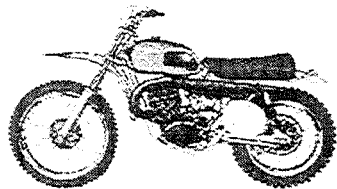
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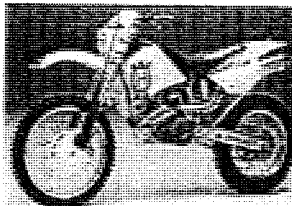
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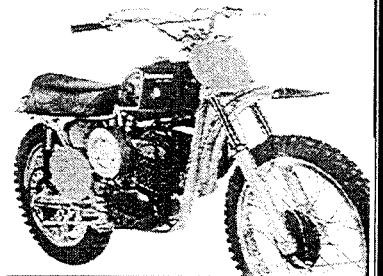
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