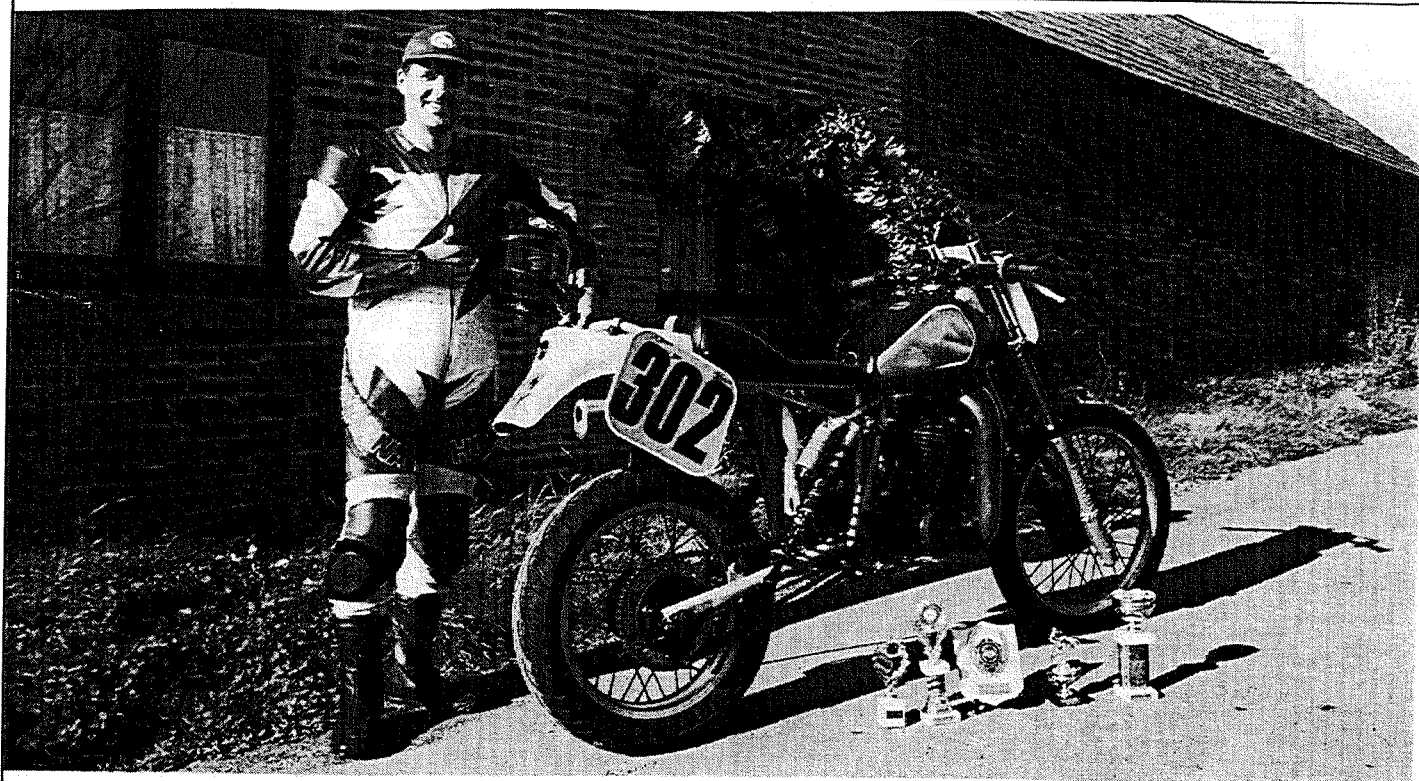


Husqvarna Report

14th Newsletter for the Husqvarna Motorcycle Club

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

1983 430 Husky Evo Roadracer



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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

Richard's RoadRace Report

by Richard Digby, England

HUSKY ROAD RACER REPORT - No1

They all said I was MAD! Not far wrong, I suppose but I was a driven man. The chance of fulfilling my childhood dreams of emulating heroes like Barry Sheen by racing round this country's greatest tracks - Brands, Cadwell, Mallory, Snetterton was too much to resist. I'd read in *Classic Motorcycle Mechanics* about the Early Stocks Racing Club and the possibility of going road racing on the cheap. When I read that all you needed was an aircooled twinshock bike that was available for road use, I looked at my '83 Husky Enduro and put two and two together. I actually ended up building a bike up from scratch from the shed full of spares I had accumulated over the last couple of years. It seemed to me that the Husky had some very strong points; its light weight, terrific acceleration and good quality suspension components. Of course there is plenty to balance the scales like useless brakes, poor aerodynamics and frame geometry which was never intended for road use.

In true biker style, I put a dust sheet down in the lounge and started work. Further research showed that I had a couple of options. I could enter the Early Stocks 500 cc production class or I could go for the Early Stocks 550 cc modified class and be allowed to reduce the front rim to 18" and thus have a choice of rubber. Even then though, I would have to stick to the original width, so I had a chat with the racing

department at Avon Tyres. It transpired that they had just released a new rear tyre with cantilevered side walls that gave a nice wide 130 profile on a 2.5" rim. They also had a 21" x 3" front racing tyre designed for pre-war classic racers but they were not keen to sell it for use on a modern and powerful bike. When I explained that the Husky's front wheel didn't seem to be on the ground much they relented and agreed that it might be worth a try.

When the tyres arrived I felt a little worried myself as although the rear looked very impressive, the front looked decidedly bicycle like. I managed to convince myself that the large diameter made up for the lack of width. Time would tell.

I got the frame back from the powder coaters and the bike went together quite quickly. Just as well, because my wife Melanie was getting fed up with watching the TV through the front wheel spokes.

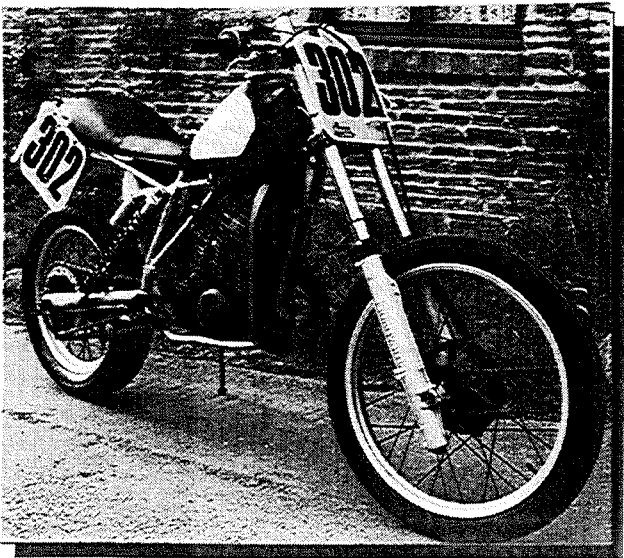
I planned to have the bike completed in early May, get it road legal and work the bugs out of my riding ready for a first race on 13th June at Cadwell Park. You know how these things go - I only managed to get the bike going on Friday 11th and as I hadn't had a road bike for 20 years, I was rather embarrassed to find I didn't dare lean the bike over around corners.

I spent all day Saturday working on the bike, trying to get the jetting and timing right, and finding out the hard way which parts needed Loctite. I finally managed to have a good ride on the Saturday evening and after some subtle suspension adjustments began to feel happier round the corners. Then the exhaust pipe fell in half! I started to panic and shout at the children (they were nearest) but eventually got everything back together ready for the big day and early start in the morning.

Race Day

I found a space near the Early Stocks organisers Cass and Steve and unloaded all three bikes. This seemed to cause a little mirth. Who was this guy turning up at Cadwell Park with 3 Motocrossers? It was only on closer scrutiny that people realised that one had road race tyres on and one was an Enduro (I took it as a pit bike). The third one was my instant source of spares.

The competition were mounted on the bikes of my youth. Yamaha RD400's mostly with a smattering of Suzuki GT500's and Honda 400 fours. My bike passed scrutineering (tech inspection) straight off and before I knew it, it was practice time. I planned to follow another early stocker round for a few laps so when I spotted a fellow with a novice jacket on a GT500 in the assembly area, I followed him on to the circuit. This was where I got my first big surprise. The GT500 wailed as its rider opened up the throttle, but it didn't seem to get any faster. By now,



my adrenaline was starting to flow and I decided to give the Husky its head. In the blinking of a n eye, I'd shot past the GT500, a Rotax Tandem Twin and a couple of other bikes and arrived a the first corner (Coppice). I took a poor line but got round cleanly - up in to Charlies and round onto park Straight, head down, bum up, elbows and knees in and past 100 mph (as logged by my £12.99 bicycle speedo) before braking into Park corner - THIS IS FANTASTIC. On the throttle again and into Chris Curve, a high speed sweeping right hand corner that has you leaning over more and more til you come to Gooseneck at which point you have to brake while still banked over. Right then left and down the straight to Hairpin and round to start the next lap. I was all over the place but loving every minute. There were some big modern bikes out on the practice with me and the better guys must have been cracking 150 mph down Park Straight. It was something else when they came past me at that speed.

Back in the pits I found out why my bike had been getting progressively noisier. I've learnt not to take too much notice, as my exhaust pipes often disintegrate at motocross meetings. This time however, the pipe had broken right off at the spiggot on the barrel. Arghh!

Armed with a spares' bike, two enthusiastic sons and my bestest mate we stripped and rebuilt the bike in 15 minutes only to find that my first race wasn't for two hours! Derby Phoenix Club allot gridpositions in order of race entry received. I was at the back with a dozen or so other early stocks arranged in neat rows in front and behind me. In front of them were the Super Sport 400's. Modern and very fast bikes. It was time for my second big surprise. Anyone who's seen me at a motocross meeting will testify that I'm not good at starts. Gate drops and everyone's away, then I start. Reactions must be shot to hell!

So here I am on the line at Cadwell in a cloud of two stroke smoke expecting the usual. The flag drops, I ease the bike off the line then open her up once the danger of looping is past. To my utter amazement, I buzz straight through the Early Stocks and find myself in the middle of the Super Sports and its in this company that I drive into the sweeping left hander, Coppice. The stunned Super Sport guys soon come back past me but it takes the top Early Stockers a while longer. I engage in a terrific battle with one of the Super Sport back markers and gradually get quicker and quicker as I learn the braking points and racing lines. Eight laps seem to take no time at all and the chequered flag signals our return to the pits.

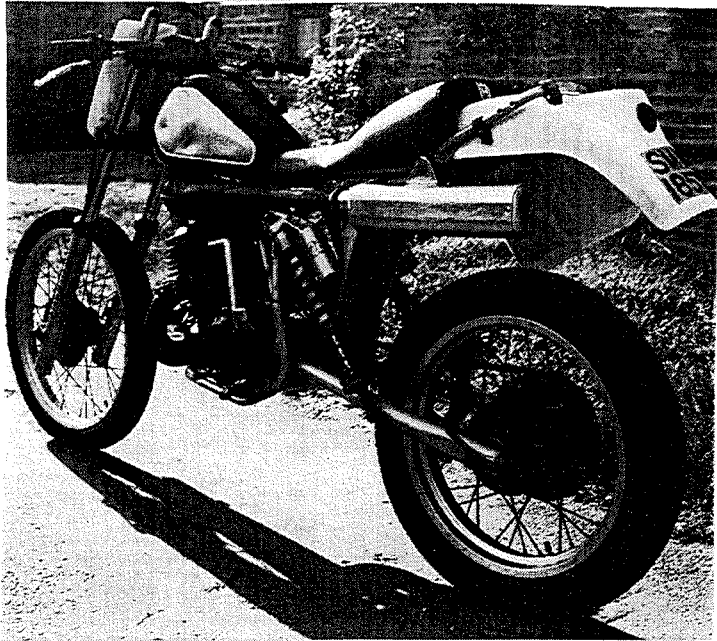
The boys were ecstatic and although they couldn't tell me where I came, they said I looked great - Just like a proper bloke! Praise indeed! My mate Dick had recorded some lap times and I was managing 1:28's compared to 1:14's of the top riders. My nearest competition in the 500 production class was lapping in 1:32. A guy we had been chatting with (Kevin) had managed 1:24 on his modified RD400.

A chance comment by my eldest son bought to light my first big mistake "Wow, Dad" he said "It was great the way you were sliding it sideways round some of the corners".

WHAT?

One of the first things I learnt in motocross was to lube the chain between motos. Apparently you don't do this in road racing as even a small amount of oil on the rear tyre may spell disaster. A quick inspection showed the whole right side of my tyre to be covered in chain lube. I used a pair if Melanie's leggings to get the goo off as best I could. I felt sure she'd understand, after all she said I was not to fall off and in this way she could make a very real contribution towards my race effort. Made sense at the time.

Whilst waiting for my next race, we watched some of the other classes competing. Everything from F1 sidecar outfits to scooters. Have you ever seen scooter sidecar racing? It has to be seen to be believed. Out onto the track again and looking for another good start. This time though, there was a complete row of bikes in front of me and when the flag dropped, I had to hold back until a bit of a gap opened before



Craig's Rambling Notes-

Apologies for the last newsletter - My apologies to **Lennart Emanuelsson** who I referred to as Magnusson. Lennart Emanuelsson is the Senior Design Engineer at Husqvarna AB and he hosted our full day tour of the factory /museum and he also collects Husqvarna mc and Mopar muscle machine. His time with our group was informative, valuable and truly enjoyable. Tack så mycket Lennart Emanuelsson.

Husky Battery Notes - I have recently started riding my 1971 Husqvarna 360c enduro around town and I found I wanted a battery to keep everything powered up as well as provide an electrical damper for the hi revving engine charging system. I thought it might help prevent premature blow out of bulbs. Anyway - I went to my local battery discount warehouse (Battery Mart) and looked over his stock of small, wet cell batteries for motorcycles and found that he had dozens of sizes. I carefully looked thru the 4 amp to 6 amp units and finally selected a GS brand, 6 volt, 3 cell, white/clear body, black top with the number 6N5.5-1D, cost about \$15. The size is perfect! It looks correct! You must run the overflow tube to the frame bottom and I think I may fit a tiny catch tank as well, as I am noticing some acid stains already at the discharge point. It sure lets the horn and lights work well at slow speed or engine off mode. Let me know if you have done something similar.

blasting through. I never imagined that the Husky would have such a large advantage on acceleration. I'm starting to become familiar with the layout of the track now and my corner speeds increase. A mysterious phenomenon came to light. Not only does the Husky take off like a scalded cat, but I seem to be able to outbrake most machines despite only having 6" drum brakes. This seems to puzzle everyone as much as it does me. Perhaps my brakes don't have as much work to do as the bike is so light. Who cares! This is great. A battle develops with Kevin on his Modified Class RD400. He nips at my heels for couple of laps before making a bold move round the outside on the exit of Chris Curve.

We are neck and neck going into Goose Neck and by stubbornly holding onto my line, I get through first. I make an extra effort for the last lap and manage to keep ahead to the line. FANTASTIC.

Back at the pits it turned out that my lap times had come down to 1:22 and not only that but I was awarded a Trophy for 1st place. I couldn't believe it, I've never won anything before and to win first time out just doesn't seem possible. Not that I'm complaining.

We'll see if it's a fluke at the next meeting. Snetterton on 30th June. Wish me luck.

Richard Digby, RADIGBY@aol.com

editors note: richard's reopr #2 is in and it looks great. It will be part of next newsletter

More Husky Oil Notes - My broad statement last issue was not exactly correct and was quickly caught by Husky guru, Roland Johansson in Rottners, Sweden. Owners manuals for Huskys from the model 281 1953 thru 1987 say to use 20 W gearbox oil. Prior to that, for use in 98cc thru 118cc, the manual says to use 50w in sommar (summer) and 20w in vinter (winter). On a race Husky, more important than oil weight is how often you change it. I say after every 2 days of riding/racing. On a street going Husky, oil changes can be based on mileage. I highly recommend a magnetic drain plug, which are usually stock on Huskys and also pulling the left case (on 4 speeds and later) a couple time a season for a complete exam and clean out.

Premix oil on my Husky, a 67 360 race bike, I use Golden Spectro at a ratio of 3 oz per gallon. I buy CAM II, 112 octane race gasoline from a local gas station that stocks it for their dirt track car racers at a cost of \$3 per gallon.

Comments/questions call 304-267-6471 or e-mail husky@intrepid.net

Announcements - NEW HUSKY stuff!!

European Dirt in Colorado - Daryl Back announces aluminum swing arms for vintage Huskys, waterslide decals for 67-74 and cut vinyl for 75-83 decals, used parts, new parts +more call 970-876-5277

Wheel Works in Garden Grove, CA one of new advertisers and a great company that has supplied me wheel rims would like to inform you that they not only can lace up any Husky wheel in a variety of spoke materials, but they have some existing stock of Husky wheels. I saw a 67 rear hub with a new Excel and SS spokes, 69-74 front w SS spokes and lip Akront plus more

Forest Stahl, Advance Tool and Die/ Stahl Husky 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 has the coolest Husky seat bases out of light weight, heavyduty plastic. They are available now with just a phone call. See this issue for pics and price. Call Wade at 502-732-8675

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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 has several vintage full race Husky project bikes in progress at any one time. The latest is a 250 67 roadracer, 66 360 Viking, plus others **Call John Lefevre at 760-744-8052 Get a ready to race Husky today!**

Andy at PVP has the ability and materials to put needle bearings in any Husky swingarm as well as new reed valve conversions for all Sportsman class AHRMA Huskys. Call Andy at 502-387-3993 or 502-634-9774

Megaclassified

Wanted : Mr **Motocross by Torsten Hallman** and left side number plate for 82 430 pls call Mitch at 310-838-9550

NOS Husky 400 pipe with new grenade silencer - \$350, also .040 over Wiseco forged piston kit - \$150. Call 216-486-9075

Pro Fab triple clamps - like new, for huskys with stamped steel clamps. Double pinch bottom, single pinch top, cast aluminum - \$350 call 216-486-9075

Husky Fox Factory Forks - complete with axle, panel, t-clamps, etc. - \$500 rebuilt as new -Rick at 216-486-9075

NOS Husky Ohlins Twin shocks - for 1980 Huskys. Part # 15 10 804-02 with springs, remote reservoir type, marked HU-03-7, 17 1/8" eye to eye - \$450 call 216-486-9075

Husky Piston port reed valves- converts piston port to reeds. Vintage original, bolt on conversion with reeds, LN, \$80 ea 216-486-9075

Mikkola Koho pants - Replica pants, original red, white, blue, leather knees with hip pads + knee guards in E.C. size 32/34 - \$150 call Rick 216-486-9075

86 430 Auto - spare parts inventory included, runs excellent and complete, Call Brad at 540-656-1896 VA

73 250 RT complete and runs well - call Brad at 540-656-1896

83 500CR 6 spd great cond, will trade for 72-74 400WR or BO call Walter at 409-763-2974 or wgarlock@aol.com

Husky for sale. **1973 CR250. Frame** no. MK03957. Motor no. 2028-2064. Restorable condition. 90% complete. Extras. \$500. May trade for running Husky 4-stroke or Belgian Browning Auto-5 shotgun. Contact Jim. SE Ohio. (740) 698-3109 evenings.

E-mail strawser@ohio.edu.

1998 TC 610 Husky 4-stroke in new condition Few 610 motocrossers were imported and this bike is a winner Sacrifice for \$3500 Frank at (304) 248-9932 cellular (304) 261-9078

wanted: 1979 390wr parts; front&rear fender w/wo taillight assem, headlight assem (light, grill, brackets) # plates w/front brackets, speedo w/cable & drive unit, 390 emblem (air box cover) 390wr emblem (clutch cover) literature (mag tests, sales, etc) e-mail me: lorin66@aol.com or phone (864)463-0340

Dear Moto Crosser, I was looking for the Book **Moto Cross - Härte ohne Grenzen** in German language. The book was written by Erich Glavitzka maybe in the middle of 70'. Inside was written of fine stories about Arne Kring and Bengt Aberg on her Husky's. If you have an Adress where I can buy one of this book, that was great. thanks a lot. Christoph Weibel, P.O. BOX 444, CH - 6033 Buchrain, Switzerland "Christoph Weibel" <weibel@pop3.ch>

1977 390 cr, good shape, owner & parts manual, ready to ride. frame #ml20718, some extra's. \$ 800.00. 1975 Yamaha mx 250 just rebuilt, new top end, clutch, cables, sprockets! great shape, with spare seat, and service manual, first year monoshock. \$ 800.00 both of these bikes will be ahrma legal in 2000! Injury to back, forces sale. contact john at unecentavo@iwaynet.net or 614-860-1863 Columbus Ohio

For sale - 73 250 WR, very good condition, low hrs on a untouched motor, \$600 or OBO consider trade for trials bike. I also have a 73 250CR motor frame, etc all for \$200 Call Vic in CA at 310-354-1259

classifieds continued elsewhere--->>>

Excellent Letters

Eastwood Plating Kit

To the Husky Club group:

I have been using the Eastwood Plating Kit for 2 or 3 years now. I am well pleased with it. To date I have gone through about 1 1/2 strips of anode material. The first one got *very* thin at the solution/air interface. I kept moving the anode material to even the wear over the usable portion of the strip. My guess is that lengthened the life of the anode. Also noteworthy, the kit is supplied with a lantern battery. My understanding of electroplating is that it is a current driven process, that is it is dependent on the electrical current. Since I hate to buy batteries, especially is another source of energy is available, the first thing I did was to measure the current. Since I had a power supply (for those who care it is unregulated) capable of the necessary power I have always used it instead of the battery (with the exception of the very first item, of course). This has worked remarkably well.

Eastwood makes it quite clear that the parts being plated need to be very clean. This is an understatement. My experience is that they need to be nearly sterile. I generally sand blast the parts just prior to plating. After the parts are initially delivered to my blasting cabinet I do not touch them, thereby eliminating skin oil contamination. I generally blow the excess abrasive off the parts with compressed air. I have had good luck with this method. Another process modification is that I do not directly clip the parts being plated with the supplied clip (alligator clip? crocodile clip? I forget) Instead I use a small wire fashioned into either a loop or a hook for holding the part. This eliminates excessive tin/zinc build up on the clip. Instead it builds up on the wire. It is much cheaper and easier to replace the wire than a clip (I tend to need these things late on Sunday nights).

Finally I have noted that going over the newly plated part with Semichrome (other products may work as well; I have not tried anything else) is essential. Without it the part take on an orang-ish rusted like appearance. All said and done I liked the kit enough to get several more anode strips when the first one was finished. I do not consider the plating to be a direct exchange for cad but it is more environmentally friendly and less expensive in the long run if you do not assign a value to your time.

Regards, DAW, Douglas A Wood <dougwood@zdial.com>

Husky water pump fix

Hello watercooled Husky,

Information: if your left side case on water cooled Huskys is damaged behind the waterpump impeller, don't panic! A simple fix for this is to take a small piece of screen wire, cut it to fit

under the impellor and JB Weld it in. I have been running my 86 400 wr this way for six years with no problem. Good luck.

JPERKINSR@aol.com

Automatic Oil Notes

Husky Club ,

I saw the note in the newsletter about where to get Auto oil? This is still available here from Husky Imports . Here it is called Esso Univis . Hans Applegren , the boss at Husky Imports , bought a whole pile of those "new" 87 430 Autos and got a shit load of oil as well. Give them a try. Regards, Brian Watson, Phone 61+08+9323 4259 , E-mail : brian.watson@mrwa.wa.gov.au

Husky Club,

In your Craig's notes column you ask about Univis J26. This stuff was originally made for industrial hydraulics and used for aircraft landing gear. The Esso (Exxon) bulk agent in our area says it was discontinued and I should use J13. My Husky auto guru says dont do it or you will mess up clutches. Esso has a replacement for this now and it is called Univis Extra (Canada anyway) US ? I had Esso fax me the viscositys at different temps (centistokes) for this new stuff and it is the same as J26 but a bit more stable at high and low temps. This is a semi synthetic and a replacement for a lot of univis oils. I think it is only available in 5 gal pails. Check with your Exxon bulk dealers or rural dealers that supply farm and industry.

Don Goertzen <cjg@planet.eon.net>

PS The viscosity of J13 at various temps is not near that of J26 .

Editors note: Thanks guys

Husky Oil Recommendation

Hello Husky Club,

I noticed a lot of discussion on clutch and gearbox oils. After years of seeing metal and clutch material during drains - and being that I work for Caterpillar as a field Technician, I decided to try Cat T-04 powertrain oil (it comes in 30-50-70 weights) which is a high tech oil specifically for friction clutch , any year application, works great - oil is clean when I drain and no failures in 10 years.

Bob Bowman, Wyoming MI , 82 250WR

bob.bowman@michiganat.com

1987 Husky Needs parts

Hi Craig...

I called and left a message on your answering machine. My name is Bob Davis from Wilmington DE. I picked up an 87 430WP that needs a couple odds and ends. I located your web page and was pretty excited realizing that I have access to a resource like you. I've been actively involved with motorcycling since I was 16. I started drag racing a 62 750cc Royal Enfield, then a 1967 Triumph Bonneville and finally a 67 900cc XLCH that would flat go...10.2 stock. I hung it up when those 3 cyl, 500 cc Kaw's came out. Out of the crate, they could beat me. Got involved in dirt bikes when I took my first off-road-ride on a 500

BMW of all things. I loved it. Went out and bought a new 1970 CT1, Entered an Enduro in New Jersey and became hooked. Bought a 1970 Husky 360 Enduro. It was a thrill a minute. Got very involved in Enduro's. Bought a 72 Husky 250 8 speed and kept siezing it. Did real good that year in District 6. 1st place in the 250 B class. Got a sponsorship from a local shop on a 74, 450 WR. Won Grand Champion the 1st race of the year. Ended up taking 1st place in 250 B and 3rd place Open A the same year. Well...like everyone else, the stories go on and on. I still belong to the Delaware Enduro Riders...you need to come up here and try our National. It always the last Sunday in October. I've included the information you requested for joining the Husky club. I'll drop the check in the mail Friday. I'm anxious to get my parts so I can get out on this Husky. I'll try calling you this weekend.....Thank, Bob

Parts needed : Shifter sping, thrust washer(s) for behind the kick starter gear (I'm assuming there should be one (or two) there), Gasket for the clutch side cover, Some other kick starter parts that are lower priority

Bob Davis , 13 Sherbrooke Dr, Wilmington, DE 19808, Phone (302) 683-0443, E-mail DAVISRM1@AOL.COM, Bike - 1987 430 WP, Frame #'s WP23125, 8/2251951H

Carey, Glad You Are Back

Hello Craig,

Just got the newsletter and it was worth the wait. I have my 390 cr. Engine at Hall's Husky and the good news is that upon initial inspection, Jay doesn't feel that too much will be needed. Frame is at redi-strip in Roselle II. Being bead blasted. How can I easily remove the needle bearings from the swingarm? I plan to follow your silver paint tips to the tee and will send digital photos upon completion. I cant begin to tell you how fortunate I feel coming across your page and finding all this useful information from the "brotherhood" of husky owners. for a person who has been away from the scene for over 20 years, this is a blessing. I will learn a lot and will begin to make my own repairs rather than sending everything out.again, thanks for the newsletter and I can "t. Wait for the next issue!!!!!!!!!!!! kindest regards,

Carey Caldwell , Careboy@aol.com

Preston Petty Update on Leroy Winters ISDT

Hi Craig,

Congratulations on a very nice and conveniently organized site of Husky and other info.Thanks for listing Leroy's event. You asked "I understand that Leroy Winters has passed away after a battle with cancer. Can someone contact me with details on how this event is to be handled? Thank you." Here is the info:

The third-annual ISDT Reunion—Oct. 1-3 at Byrd's Campground near Cass, Ark.—will remember the man who spearheaded this fun event. Leroy Winters, who died last February, was an American pioneer in International Six Day Trial competition, not to mention one of the country's best all-around dirt riders. He organized the first AHRMA-supported ISDT Reunion in 1997 as a way of recapturing the spirit and enjoyment of the Six Days. New to this year's event will be the Team Class, made up of three riders apiece, one of whom must ride the Division I-A Historic Class. Also, trail miles will be a little easier, with more grass track and special tests. It all takes place in the scenic Ozark National Forest, attracting many of the men who competed in the ISDT, including Dick Mann, Malcolm Smith, John Penton and Preston Petty, to name just a few. Events begin Friday evening, Oct. 1, with a bike impound and barbecue.

Saturday is a full day of competition, culminating with a semiformal banquet at the famous Wiederkehr Winery. Sunday is another day on the trails, then the grass track motocross. For an information packet contact Bart Winters, 10303 Hwy 45 South, Fort Smith, AR 72916; 501-646-1168; isdt_reunion@yahoo.com.

Keep up the good work! Sincerely,

Preston Petty

Husky Workshop Tools

Hi Husky Club,

I have re-designed the Husky case splitter. There are a whole lot more Husky case styles than I originally thought. I was trying to put more than one case per splitter plate. However, the number of holes became confusing pretty fast. Anyway, I set out to come up with something that would split all the Huskys and not be difficult to build and impossible to assemble. The picture on opposite page shows the right side (four point setup) of a 5 speed motor with splitter mounted. Picture below shows the three point setup mounted on a 5 speed motor left side. It only takes about a minute to mount the tool on the case and when mounted the tool seems quite sturdy. With the universal nature of the tool, it appears that it will fit more than just Huskys. I tried fitting it to a Suzuki RL250 (trials bike) engine and it looks like it will work on this one as well. This new tool is available from VMX (703-787-8692) or from me (616-887-1343) for \$85. I have also included a copy of the latest tool instruction sheet. Thank you, Dave Brooks

Husky Tools

1. Fork Tool: This tool is used to grip the damper rod in either the black or silver leg forks. It allows easy removal or installation of the fork sliders. It is made of a 4140 flame hardened steel head with a 26" long CRS shaft and 'T' handle. The extra length is so you don't have to fully collapse the fork tube.

2. Clutch basket / Main drive gear Tool: This tool will remove the clutch basket without harming the bronze bushing. By using four shoulder bolts the pull is straight and true. Just screw the shoulder bolts into the 6 mm holes in the clutch basket until they bottom, turn the puller bolt and off comes the basket. Much the same procedure is used to pull the main drive gear. The puller body is .375" thick 4140 tool steel and has threaded holes so all puller bolts can be attached to the main tool.

3. Sprocket / Main drive / Bearing Puller: This tool will remove the taper mounted drive sprocket. Using just the 'H', pusher bolt and 8mm bolts you can remove the main drive gear. Using the 'H', pusher bolt, 3/8" bolts and knife edge bearing puller you can remove crank bearings from the crank. The 'H' is made of 4140 tool steel. The pusher bolt is 1/2" - 13 and the pusher pad is made of 3/4" brass or T6061-T6 alum. The puller legs are 1" 4140 tool steel (hardened).

4. Piston pin Tool: This tool is made of PVC pipe and 5/16" all thread. Put the threaded rod through the piston pin and screw on the nut just to touch the pin. Center the barrel over the opposite side and turn the puller nut on the barrel cap. Out comes the pin. You get a straight pull and less risk of damaging the rod bearings, crank pin, etc. It helps to heat the piston to 150 - 200 degrees for stubborn pins.

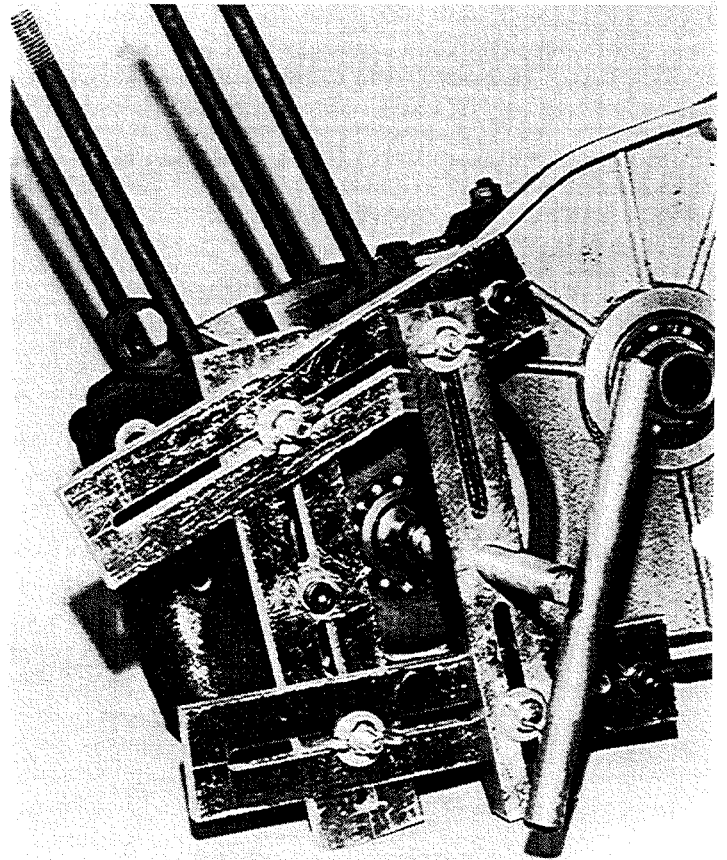
5. Case Splitter: (See the attached drawing.) To use this thing you bolt the plates (CS1 and CS2) to the case. Then using the 1/4" - 20 carriage bolts and wing nuts, bolt the pusher block (CSPB) to the plate. Sight down the hole to make sure the pusher block is centered on the crank. Thread in the 'T' handle and start cranking. The 'T' handle uses 1/2" - 13 all-thread because it is inherently soft, so if any thing is going to mushroom it will be the 'T' handle. All you have to do then is re-shape the end of the all-thread using a bench grinder, belt sander, file, or what have you. It is always a good idea to heat the bearing race and chill the crank before splitting or assembling the case.

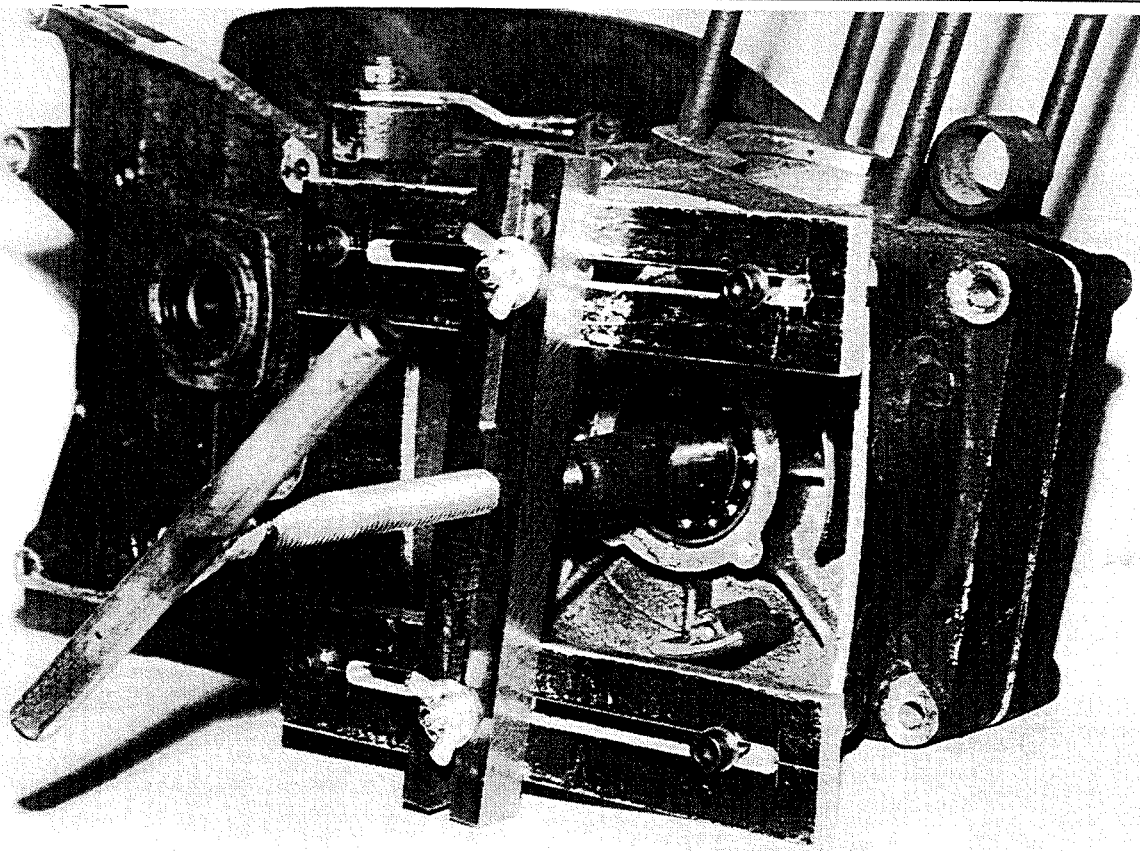
6. Assembly Tool: The tool consists of a 2.5" spacer and a length of 1" dia. fine thread rod. The rod is bored and and tapped to screw onto the crank. The 12mm X 1.0 L.H. thread end of the rod is stamped with an 'L'. It is also stamped with the number '5' or '4' to indicate 5 / 6 speed or 4 speed / 125cc engines. The spacers leather covered side rests against the case / bearing surface. The 1" nut threads onto the rod to pull the crank into the bearing. A dab of grease between the nut and the spacer helps. The flats milled at each end of the rod are used to keep the crank from spinning when turning the nut. It is always a good idea to heat the bearing race and chill the crank before splitting or assembling the case. This tool is also used to assemble the clutch onto the bronze bushing. Push the clutch basket on the bushing, thread the assembly screw on the trans. main shaft, place the spacer against the clutch basket and use the nut to push the clutch basket all the way home.

**** All tools are available through VMX **** 703-707-8692
Phone, 703-787-0885 Fax, www.vintagemx.com Web site,
vmx@vintagemx.com

Fork Tool: \$25, Clutch / Main drive Tool: \$35, Sprocket Puller: \$40,
Piston Pin Puller: \$13, Case Splitter Universal: \$85, Assembly Tool
(One case type): \$45, Assembly Tool (Both case types): \$60, The prices
shown are US\$ and do not include shipping.

If any of these tools prove defective or if you have an idea to improve the tool please contact me. Dave (Tool Man) Brooks, 12456 Phelps Ave, Sparta, MI 49345, 616-887-1343 Home, 616-887-9609 Work, dbrooks@iserv.net





Megaclassifieds cont.

1966 Husky - I need a stock tank any condition, exhaust pipe, kick starter and rear brake baking plate to finish! Pls Call Brian at 949-248-2591 in CA.

1993 HUSQVARNA WXC360, immac. cond., 1 owner, prof. maint., under 100hrs., must see, \$2250, 770-541-9206.

1996 husqvarna wxc 125, FMF pipe and silensor, boyesen power reeds, excel rims, new plastic, looks new, top end has about five hours on it., \$2,200, (334) 227-4533

1993 Husqvarna WXC-360, Pro-Tapers, Excel Rims, Honda Front & Rear Bks, Fastline Steel Braided Brake Lines, Cyl Port By Eric Gore, Fresh Rebuild w/ Receipts, Showa Suspension, Keihin Carb, Dyna-Port Pipe, FMF ISDE Spk Arr, Shaved Flywheel, Custom frame Guards and Shark fin, There's more, I Just can't remember it all, Plus LOTS of extras incl the owners manual with comp history of bike in the form of notes on what works and what does not. , \$2,100 (408) 504-3535

1974 Husqvarna 400 CROSS, Never raced, all original. Garaged since 1982. No restoration done. , \$900, (918) 630-2999

1980 Husqvarna 250 CR, GC/ Runs Great. Wisco piston/rings White fenders /Silver tank. Bark Busters w hand gards, Skid plate. Chase tool bag. Mag wired for lights/ which can be added. , \$700, (314) 481-8078

1990 1990 Husqvarna wxm 250, Very tight, 170lbs compression, new rear tire, well maintained, \$1,800, (864) 801-9891

1996 Husqvarna 410 4-stroke, excellent condition and professionally maintained, \$3,000, (304) 263-6502

1993 Husqvarna 610TE Husky, RaceTech Susp, Pipe, Gaurds, Skidplate, Lights, Lic'd., \$2,600, (253) 863-7871

1988 HUSQVARNA CR430, exc. cond., just rebuilt, must sell, \$1350 obo, 727-393-6039, pgr. 727-529-9990.

1984 HUSQVARNA 510TE 4-stroke Enduro, 4 valve head, Ohlins shocks, 12" susp. travel low hrs., well maint., lots of new stuff, has lights for dual sport riding, needs nothing, \$1295, 770-908-8819.

1991 Husqvarna WXE GC. \$1700 +(Dallas) 770-505-8976

1994 HUSQVARNA 250WXE, FMF pipe, good tires, new plastic, great trail bike, asking \$2200, 770-966-7970, 800-327-2645 x105.

1993 HUSQVARNA WXC360, immac. cond., 1 owner, prof. maint., under 100 hrs., must see, \$2250, 770-541-9206.

1996 HUSQVARNA 360 WXE, low hours, new pipe & silencer, many extras & box of new parts, including new light kit, super condition, call mornings, 814-736-9349

1974 HUSQVARNA 250WR, runs good, exc. cond., ready for vintage racing or collectors bike \$700, Nick, 650-728-7296

1974 HUSQVARNA 250WR, runs good, \$900, Nick, 650-728-7296

1994 HUSQVARNA 350WXE, under 3k mi., exc. shape, license plate, 2 into 1 exh., skid plate, perf. dual sport or trail bike, \$2950 obo, James, 650-355-4204

HUSQVARNA 400ccm, year ?, new tires, chrome tank, runs good, hard to find bike, \$1600 obo, 281-442-1215.

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

1995 HUSQVARNA ENDURO, 125WXC, 59 miles, never raced, showroom new \$3200; (248)969-0744 \$ 3,500.

1973 HUSQVARNA 450CC, excellent condition, in storage, 11 years, runs great, \$1500 or will trade for 4 wheeler; (734)782-1387

1993 HUSQVARNA 360WXC, great shape, runs perfect, needs nothing, \$3400; (810)468-8065 HARRISON TWP \$ 3,800.

98 HUSQVARNA 610TE, 300 mi., \$4400; IL plates,

(630)894-6338 call after 5PM

1994 HUSQVARNA 125, runs good, new brks. & pipes, clean bike, \$2500 obo; (630)513-7484 aft 3:30pm

80'S RARE, Husqvarna Enduro, 125cc, dirt bike, needs work, new tires, race shocks and carb, some extras, \$400 obo;

(612)869-8830

HUSQVARNA, WR250, \$500, complete bike, for parts or ride it, low cost shipping available, David Rosenfield, (713)-778-1478.

1996 HUSQVARNA 410 WXC, exc. cond., less than 100 mi. great trail bike, Malcolm Smith exh., only \$3399, fin. avail. OAC,

Malcolm Smith Motorsports, dlr., 909-687-1300

1998 HUSQVARNA TE-610, HUSQVARNA TE-610, NEW! STREET LEGAL, \$5,395, (925) 443-8047

1995 HUSQVARNA 610, dual sport, Pro Taper bars, MSR dual sport kit, street lic., only ridden 5 times, exc. cond., \$4200 obo, 8am-2pm, 909-244-9052

1979 HUSQVARNA 390WR, dirt bike, \$1100; (313)671-0923

1979 HUSQVARNA 250WR, 90% Rebuilt, 6hrs on reblt motor/trans. Nw tires, gen, brakes. Great Bike, \$1200 (408) 984-6377

1995 HUSQVARNA 360WXE, very good condition. new tires, fmf pipe, rally handguards, some other extras. trail ridden by senior rider. Must sell - bought new bike!, \$2,300, (814) 736-3153

1994 HUSQVARNA 610, Pro Taper bars, fine line susp., Excel rims, White Brothers pipes, \$2500 or trade, 760-948-3096

1993 HUSQVARNA 360 WXC, low hours, dyno-port pipe, skid plate,, \$2,000, (920) 497-9737

73 HUSQVARNA 250RT, stripped for off road, needs top end and carburetor work, some spares, \$500. (860) 739-4773.

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

73 HUSQVARNA 250 RT, rough, for parts or restoration, includes spare engine parts, \$225. (860) 739-4773.

Husqvarna Wall Banners \$30 +\$3.20 ship, 2foot by 6 foot in size, these look great at the races or in your garage or shop, outdoor vinyl quality, 304 267-6471 or husky@intrepid.net

Wanted: Stock right side exhaust canister for 94 WXC 610. Call Trevor @ (415)642-3422 - email somers@harvestinc.com

For sale, 1979 390 WR Husqvarna. Superb condition, never restored and low hours. One look at this bike and i bought just to resale it. \$1000 will meet you half way for delivery. call me at (812) 339-5940 or contact me Godwin@bloomington.in.us

Wanted Krizman Spark Arrester, model # KS-350, Fits 1 5/8" pipe, About 11" long, 2" out side diameter, Aftermarket part used on early huskies (70 400 cross) and other bikes- Chris Olsen phone- 619-420-7123 email- colsen@sdcoe.k12.ca.us

must sell!! have 610te and 410 that I need to sell badly!!!! call 559-227-4676. Ask for gerald.best bike out for the desert!!!

79 250 CR A runner, looks a little rough, needs fork seals and top end soon. All original. Tank in good shape and Ohlinswork well. Throw in spare 38mm Mikuni with deal. Great bomber machine. \$450 o.b.o. So. Cal area. Dean atAJDnJO@aol.com 9-15

Aluminum gas tank from early 80's model, I think. Dark blue w. gold stripes and logo. Large size, like maybe a WR original item. Doesn't appear to have ever been used. No dents, but does have some shelf wear (nicks and scratches) Really nice looking evo-era tank. No cap

or petcock included. \$50 obo, Any Husky related trades considered. John Bergener (505) 624-9596 <bergener@dfn.com>

I need a part for my 1987 Water cooled 430 2 stroke Husqvarna. i need the whole fly wheel assembly that goes on the bike. please call me collect at 812 339 5940 when asked to give your name just yell Husky :) hehe. or email me atgodwin@bloomington.in.us

Wanted 390, 400, 430, 510, 610, complete bikes or projects, (not a dlr, i collect and restore Husky's for my own use) the Dallas Tx area, prefer local rather than ship, M Bradshaw at (mikebr222@aol.com)

1998 TE610, Brand New! Never rode! Street legal. \$5700. Call Dennis 925 443-8047 dennis.frisk@gene.ge.com

Needed 92 wxc 125 piston and ring assmbly with all gaskets and o-rings. Any helpful info on where i can find these parts also greatly appreciated. email bfs225@aol.com or phone 352-597-1616

For sale, 40 mm forks, and tripple clamps for middle 80's 250-500 husky. Nice and straight. E-mail for pictures, alan@redshift.com or call and ask for Chris (831) 642-9525, Monterey, CA

2 STROKE TANK GRAPHICS + SEAT COVER by TECHNOSEL Will fit 2 strokes from 96 thru 98 (according to the package). Bought them by mistake for my 96 610. \$50 for both or \$25 separate. E-Mial me for details or with questions at duc900cr@pacbell.net

wanted: rear shocks for a 1979 wr 250. tim smith, everett, wa. 425-258-3336 tsmith008@sprintmail.com

WANTED: 1995 Husky 610 service manual. Reprint or Original OK thanks Mark Bevans. <bevansm@aol.com>

FOR SALE:: 1984 Husqvarna CR250. Good running bike. Needs little work. Very reliable!! \$650 Gene from Scranton, Pa. 5bees@ncx.com

I am seeking a Rod Kit for a 1987 430 Auto, Frame No. ZHUAF4308J-028126 Eng #21820201. Reply to DKGibbs@bigpond.com

1982 250 xc rear frame handles, these bolted to the frame loop above the rear fender providing a way to maneuver the bike around. I believe it was a " Husky Products" item and is in a microfish I am looking for a pair of them ,new or used. Thanks, Ed Silva Calif. 408-358-2903 - bigred@blueneptune.com.

wanted....looking for a husky 390 lower end or complete motor robert holtz 360-736-0192 robertlana@localaccess.com

Wanted CR 250 motor for 1977 or 1978 Husky. Please call 281-391-2314 or Email Dthom94712@AOL.Com

1976 WR 360 strong runner, 2 tanks 1CR, 1WR, 2 sets bars, frame has good powder coating \$800 or trade for trials bike (816)537-5859 or oldno10@aol.com

1998 Husqvarna TE-610, Brand New, O-miles on bike!!! Street legal. \$5,700. Call Dennis 925 443-8047

Wanted: For 1979 CR 390, Aluminum tank, rear fender, side covers, alan@redshift.com, or, Alan (831) 642-9525 in Monterey.

Wanted Husky lit - need 1973 450 DM brochure, 1973 125 brochure, 73 400 CR brochure, 73 250/360 RT, they would say pure quality and be 2 sided - please call Craig 304-267-6471 or e-mail husky@intrepid.net, looking for other literature items as well and I have items to trade

European Dirt - Husqvarna resource - 970-876-5277, eurodirt@rof.net

Hello Husky Newsletter

Here are some samples of some of the decals we produce and use. I have included a price sheet as well. There is a dealer and retail pricing listed. One of the new products we offer are **aluminum swing arms for Husky 74 GP** length and for 81-84 evo bikes, also for Maico 73-81 and a variety of other models. They will be available in September 1999 and will cost less than \$300 ready to bolt on the bike. We will soon have the **81-82 Husky screened seat covers** for \$60 retail.

European Dirt was created by me, Daryl Back, in 1996. I am a Gas Gas trials and MX/Enduro dealer, as well as Maico dealer. We also deal in the US Engines motorized scooters (Phantom) and the Blata pocket racer bikes. We are a full shop, working on ATV's and off road motorcycles. We do suspension, fabrication, paint, and restoration and general mechanics. I have a few sponsored riders in the vintage /Evo classes and several on new Gas Gas MX'ers. We have a 1200 sq ft shop on Main Street in Silt, Colorado - open Monday thru Saturday. Also we have a good salvage inventory. This is our second year of sponsoring the Rocky Mountain Region AHRMA series.

Personally, the first bike I ever raced was a 77 Husky 390 CR. I am married with 3 kids and in '96 decided to start my second childhood and got back into bikes and racing. For more info please Call (970)876-5277

Daryll Back

Husky waterslide decal prices - 68-73 Husqvarna \$25pr, 68 arched Husky Viking \$16pr, made in Sweden \$5, fuel/oil mix \$5, 72-74 black \$20pr, 74 mag 250 \$25pr.

Husky cut vinyl decals - 75-78 logo with Husqvarna \$20pr, 79-83 logo with Husqvarna \$20pr also Bultaco, Ossa, Montesa, Maico, trials Yamaha, trials Suz, Elsinores



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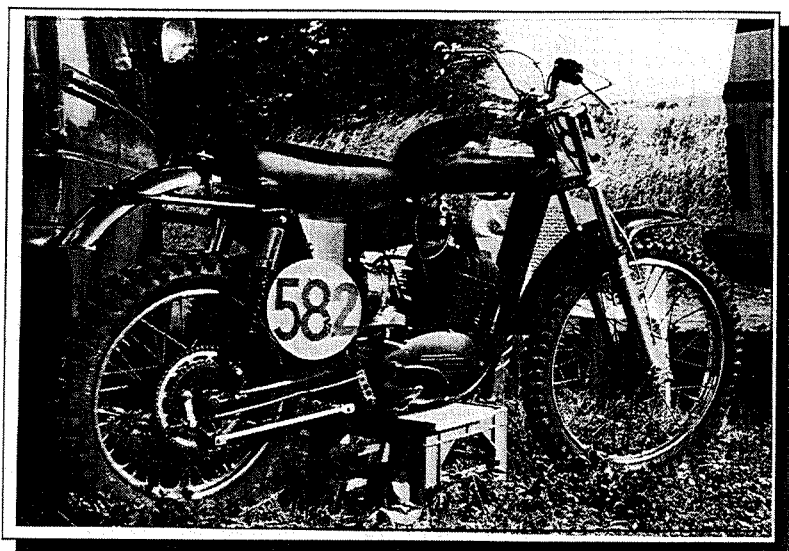
Husqvarna



The Origins of Husqvarna motocross

Written for Husky Club newsletter by - Tosh Konya -<ttk@erinet.com>

To some, the golden years of Husqvarna motocross was during the 4-speed era culminating with the '71 400 Cross, Bengt Aberg Replica. To me it's amazing that this powerhouse of an engine had such humble beginnings nearly two decades earlier.



Mid 60's Lindstrom with Silverpil engine, modified with 4 speed and 360 barrel. Frame downtubes with stiffeners is Lindstrom design.

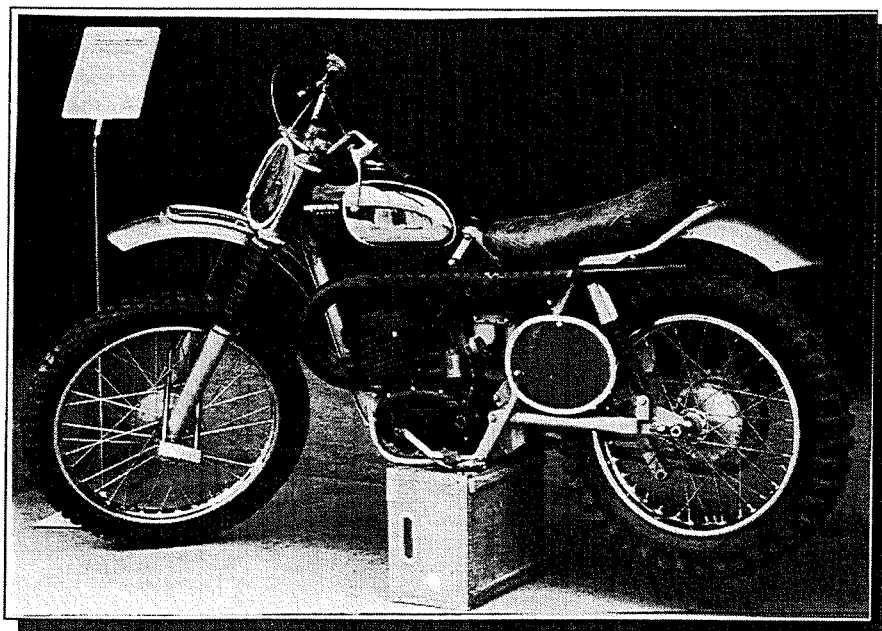
In 1953-54 Husqvarna marketed a full-on street bike called the Drom-bagen (dream wagon). It was powered by a 175 cc, 3-speed engine and the entire bike weighed 115 kg (253 lbs). Two years later, this same engine was further refined for use in the revolutionary Silverpilen. It was still 175 cc with 3-speed but much weight had been shed from the engine and the chassis was all new to get the entire bike under the 75 kilogram (165 pounds) maximum allowed by Swedish law for young riders. Both bikes used hydraulic shocks/with springs in the rear and in front was a leading link with thick molded, rubber loops providing the springing.

The Silverpilen was a much greater commercial success and was made for ten years, 1955-65. Its sales were strong until the early 1960s when customer demand declined each year until production was halted. It died because vastly improved economic conditions no longer made a small 2-stroke bike attractive for young people – they all wanted cars!

There were many thousands of Silverpilen in circulation and some of them had been modified for use in off-road events. Some of these bikes were reworked by privateers using aftermarket parts or by a small group of motorcycle department employees who built race bikes after normal working hours. Rolf Tibblin was European 250 Motocross Champion in 1959 on such an “after hours” bike and when the ¼ litre class was given world championship status in 1962, Torsten Hallman was champion.

With such success in the international area, the demand for race bikes or Silverpilen performance parts increased greatly. To meet this demand, a handful of aftermarket hop-up shops offered everything from big-bore cylinders to complete frames and forks. The most prominent of these shops were Flink, LT, and Lindstrom. No, this Lindstrom is not related to the club's Gunnar Lindstrom.

It was fertile ground for race tech with improvements coming from both inside and outside the company and by 1965 there was a Husky cross machine available for purchase. It used a modified Silverpilen engine with 4-speed transmission, telescopic forks with Girling shocks in the rear. Only a small number were built but they were light, proved fast and extremely reliable so the die was cast for all future Huskys..



Torsten Hallman's 1966-67 World Champion 250. This has the one-piece works frame which appeared on 1968 production bikes.

TRUTH *or Dare*



[above] These handsome fellows made up the U.S. Trophy Team at the 1982 ISDE. In those days, the best off-roaders were sponsored by Husky, so it made sense to have the whole team on Husqvarna motorcycles. Unlike today's ISDE stars, team members didn't ride specially modified bikes. They picked up brand-new, unproven Huskies just released for the coming year. In this case (from left), Wally Wilson, Terry Cunningham, Scot Harden, Mark Hyde, Ed Lojak, Mike Melton and Dick Burleson rode new '83 bikes with rear suspension and handling characteristics that were radically different from the '82 models. Note the stock pipes, stock mufflers and, in most cases, stock bars.

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Hello to Al Wickstrand, one of our newer Husky club members - Al is a Husqvarna champion rider of the recent past and I was fortunate to obtain some info and photo from Al's past riding career. Actually, Mark Daigle of Portland, CT was kind enough to loan these to me from his personal collection.

Al Wickstrand's father, Carl Wickstrand, was a National Hillclimb Champion of the late 60's and 70's, so it was only natural that Al would have motorcycle talent as well. The following is from a **Dirt Rider magazine article of 1985** after Al had won the **85 NETRA Hare Scrambles Championship** - "The last season Al competed in NETRA enduros was 1980 (1979 had been his first year riding enduros when he was just 19, finishing fourth overall). Altho Jerry Randall just beat Al that year for the enduro grand championship, Al was frustrated with enduros and timekeeping and left NETRA for NESC (North East Sporting Committee-motocross). That following year in 1981 Al won the 250 Amateur class in New England and made Expert. Though he didn't ride the whole series, he finished 12th, and the following year, in 82, rode the 125 and Open classes and finished 10th overall in both.

Later in the article, the interviewer asks - Why do you ride the Husky XC model? Al says - Starting in 79 that was the only enduro bike I had. In 1980 I rode a Can-Am because enduro bikes were always a year behind; they were heavier and they had less travel. Height has never really bothered me. I rode motocross bikes for so many years on long travel bikes that enduro bikes never looked or felt right to me. The WR's are great bikes but they just don't feel right to me. Thanks Mark and Al for supporting the newsletter!

Photo below show Al in air in 1979 at Black and Blue Enduro. Photos to right shows Al and Malcolm and Husabergs.

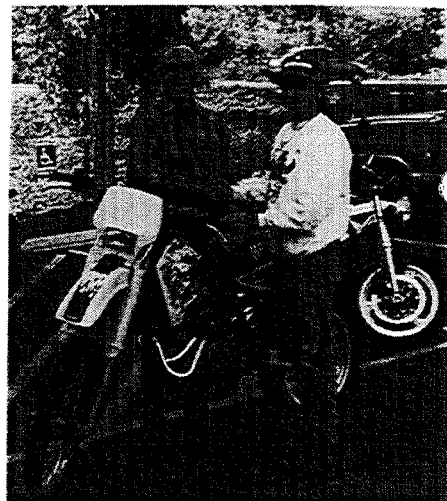




Photo to left shows:
Jim Ferreri's Husky
 in his living room
 after he just finished
 assembly form the
 powder coater. He
 says" Here is a
 picture after the
 powder coating and
 painting of the
 shocks. Notice the
 green chain rollers.
 They are skateboard
 wheels and they work
 excellent!

Jimferrer@webtv.net

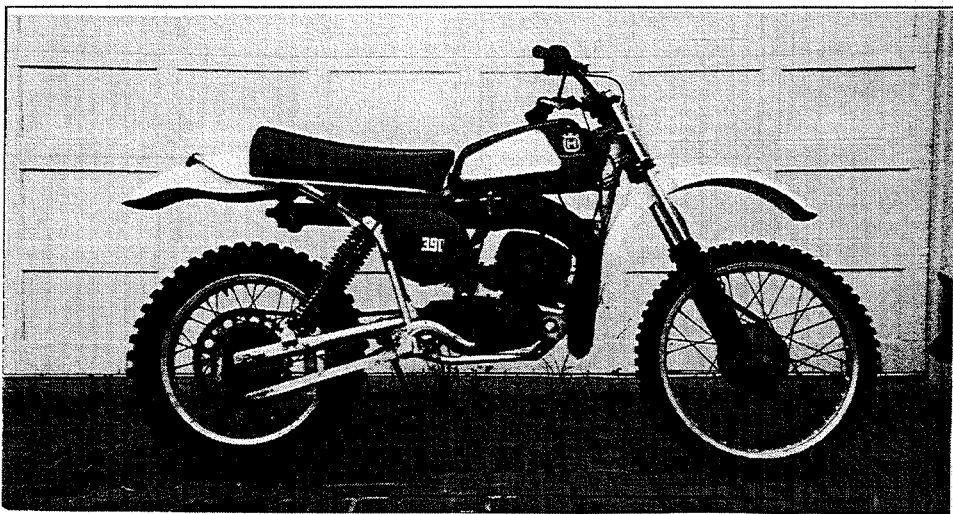
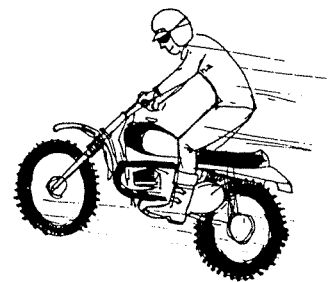


Photo at left:
Leo Ortiguero of Kansas City,
 MO. 78 390 Automatic. He asks
 - what do I use in the auto
 transmission?
 Reach him at -
Leoheyman@aol.com



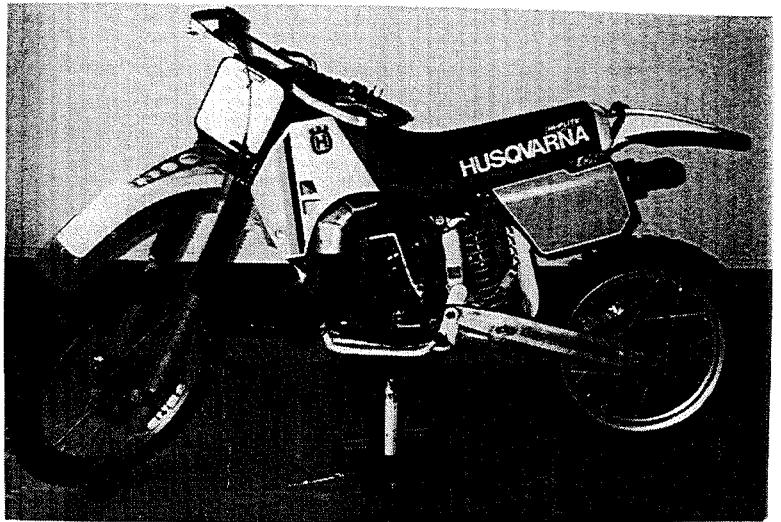
Left shows:
Kris Kulz of Ontario Canada. I recently
 purchased a 1979 250 CR #ML05222 with
 engine # 2065 3405.
 What kind of 2 stroke oil should I run? Is
 BelRay MC-1 a good oil to use?

Canadian Huskys Rule!

Don Goertzen of Edmonton, Alberta, Canada - West End Transmission Center - 780-489-3223

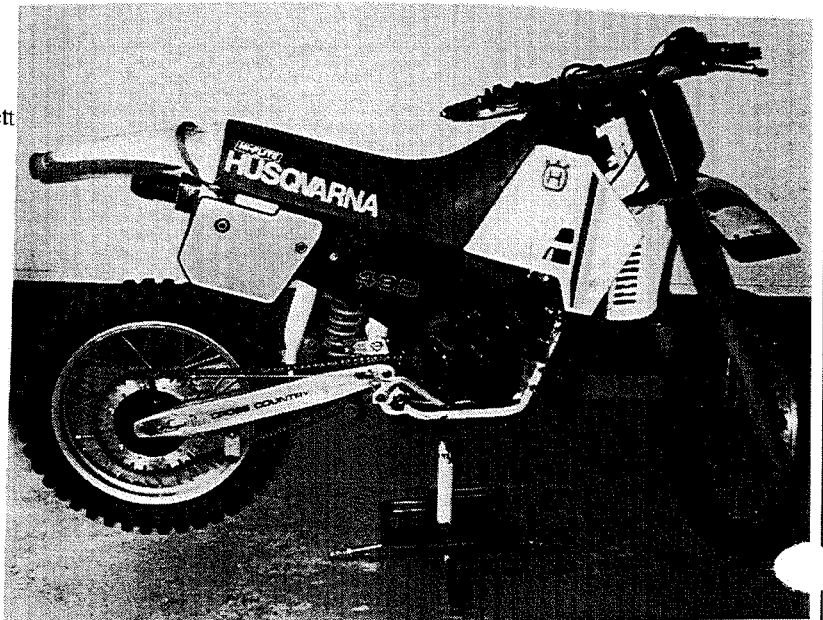
Don rides a beautiful 1987 430 XC and reports the following specs on his Husky:

Throttle..... Magura duo
Forkseals..... Yamaha with legs modified for heavier
snap ring, fork tubes polished
Seat..... HiFlite
Rad Guards.... Z Racing
Water pump Guard ... Husky Products
Coolant pipes..... Husky Product aluminum
Reeds..... Boysen
Piston..... 2nd over Husky
Fender extensions.... Acerbis
Fender Brace..... Acerbis
Kill Switch..... Yamaha
Sprockets/Chain..... Krause/sidewinder 12/52
Muffler..... Stock with SuperTrapp added - 12 discs
Brakes EBC
Cables..... Terry Cables
Clutch..... stock with clutch arm seal replaced with
bearing
Pipe..... stock, reinforced and plated (Jet Hot)
Oil..... 20/50
Mix..... 25 to 1 Bel Ray
Jetting..... 380 - 400 main, 45 pilot, Q8 needle jet
(clip 1 up from middle)



**Don Goertzen , you can e-mail
him at <cjg@planet.eon.net>**

Editors note : Thanks very much Don for sharing this detail on your bike. I think it helps Husky owners to see what is working and how they might want to consider setting up their own ride. Please consider this spec sharing when you send in your pics.



HUSQVARNA MOTORCYCLE CLUB

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

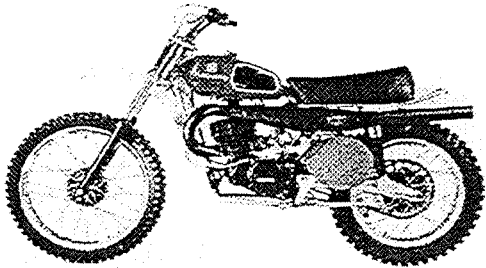
Also include your phone number, e-mail address, Husky bikes you own, or are interested in. Frame# and engine #'s for bikes owned would be great!

As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. For commercial businesses, here are the very reasonable rates for your ads: 1/8 page - \$10 per issue, 1/4 page - \$20 per issue, 1/2 page - \$40 per issue, full page - \$80 per issue We can provide artwork for your ads, if you like, for \$40-\$80 (one time charge). Also, if you are a paid advertiser, we will offer you a free, one-time article or maybe even more if there is tech or valuable product info (with photos/pictures if possible) on what you offer the Husky Hobbyists. An E-mail format is best.

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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
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stock products: Custom Reed Valve Assemblies,
Mikuni Round Slide carburetors, Custom Aluminum
Head stabilizer, Whirlpool throttle assembly,
Aluminum folding shift lever, Swingarm Needle
Bearings, Heavy Duty Motor Mount Bolts + many
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Three for Chiodi

JASTREBARSKO, CROATIA, AUG. 29

Claudio Federici's first GP double win came too late to prevent Husqvarna's Chicco Chiodi from clinching his third consecutive World 125cc MX title. Both will move out of the class next year, leaving Tennessee's Mike Brown, third to Texan Jeff Dement in Croatia and already assured of the number-three plate next year, as title favorite in 2000.

Federici's opening-moto win on the track was a fantastic ride from an initial 10th. Brown also passed early leader Chiodi, the defending champ riding defensively to an eventual fourth behind Thomas Traversini and chased by Dement.

In race two Federici led throughout, while the two Americans exchanged their first-moto finishes. **CN**

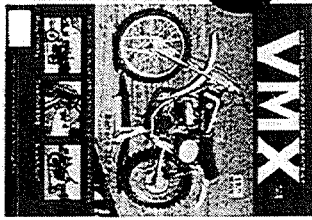
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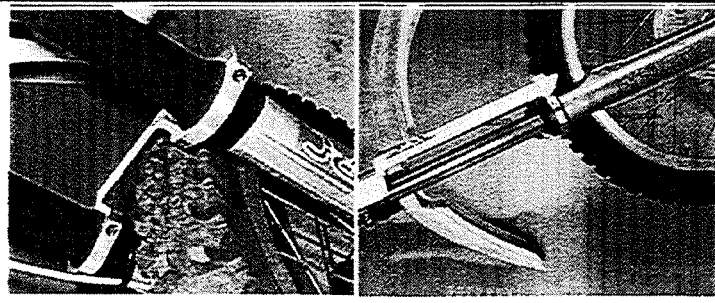
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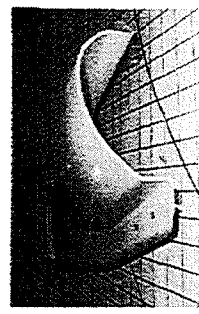
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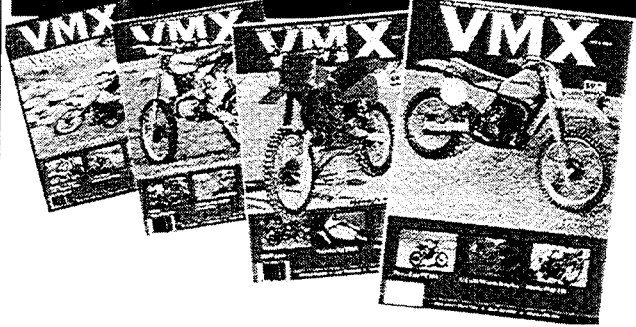


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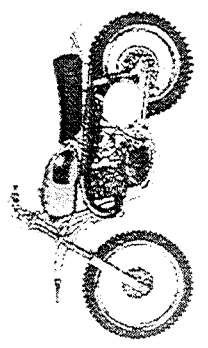
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