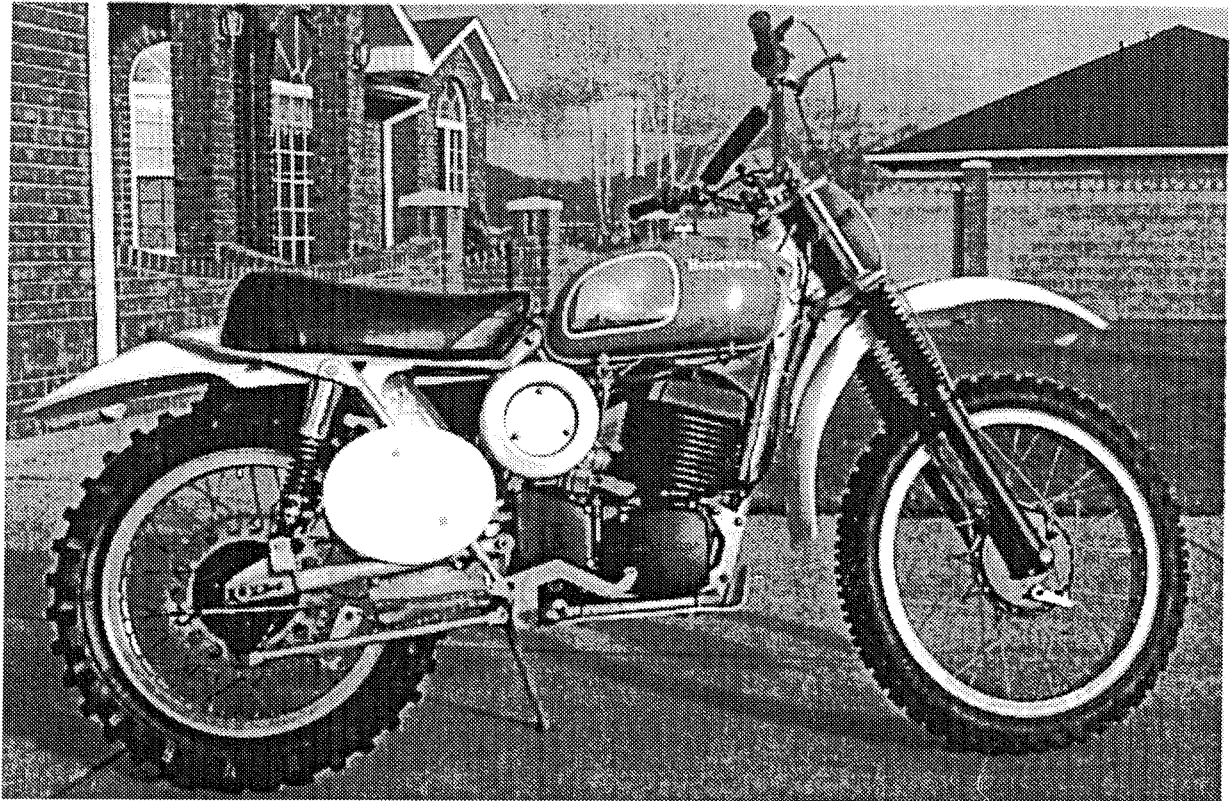


Husqvarna Report

16th Newsletter for the Husqvarna Motorcycle Club - Coming Soon!! - www.HuskyClub.com

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

Utah Husky 450 WR 6 Speed



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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

Rick Solomon - South Jordan, Utah - Feb 2000

I started riding dirt bikes (Tote Goats & Mini-Bikes) when I was eight years old growing up in Northern California. When I turned 10, (1965) my dad had a neighbor of ours pick up a new Honda 90 in Japan. Our neighbor was a pilot for the Flying Tigers Air Freight Company and he bought the bike for \$80 in Japan and brought it home with him. It kind of looked like a Trail 90, but it was all grey and really ugly, but compared to the mini bikes everyone else was riding, it was a rocket. There weren't many real dirt bikes around in 1965. When I was 13, I bought a new Yamaha 80. I don't remember the model, but it wasn't a DT and the YZ's were not being built yet. It was quite a bit lighter and faster than the Honda 90. When I turned 16, I bought a new 250 Kawasaki, I think it was called a Bighorn Enduro. It weighed a ton, but it was a big move up from the Yamaha 80. We also moved to Utah where there were many more places to ride. I started riding the Cherry Creek Hound & Hare race and made good friends with another rider who had a 1972 WR 250 Husqvarna. I could keep up with him in the desert, but when we got into the trees and hills, he would loose me. The Kawasaki was just too heavy and didn't handle well in the tight stuff.

So in 1974, I started looking for a "real" dirt bike. After looking at the Maico's, Bulltaco's, Ossa's, and all the other European bikes, I decided I wanted a Husqvarna and the biggest one I could get. The local dealer had a WR 450, a CR 450, and a DM 450 (Desert Master). I really wanted the Desert Master, but I just couldn't stand that huge, ugly yellow gas tank! I liked the gear ratio in the CR, but Husky was having too many problems with the Moto Plat ignitions and I was afraid the thing would leave me stranded in the middle of the desert. I also wanted more gears as that was the "in" thing out West. The more gears, the better so I convinced the dealer (with an additional \$250.00) to swap out the crank and Femsa ignition and put it in the CR. While he had it apart, I also had him trade the transmission for one out of a WR 125.

Now I had the only Husqvarna CR 450 with a Femsa ignition and a six speed fairly close ratio tranny. I rode the hell out of this bike from the time I was 19 until I got married at age 23. I found out the marriage and kids thing cuts way back on your dirt bike riding. In 1978, I stuck the bike out in my shed and would dig it out about once or twice a year to start it up and run it around the block and put it back in the shed.

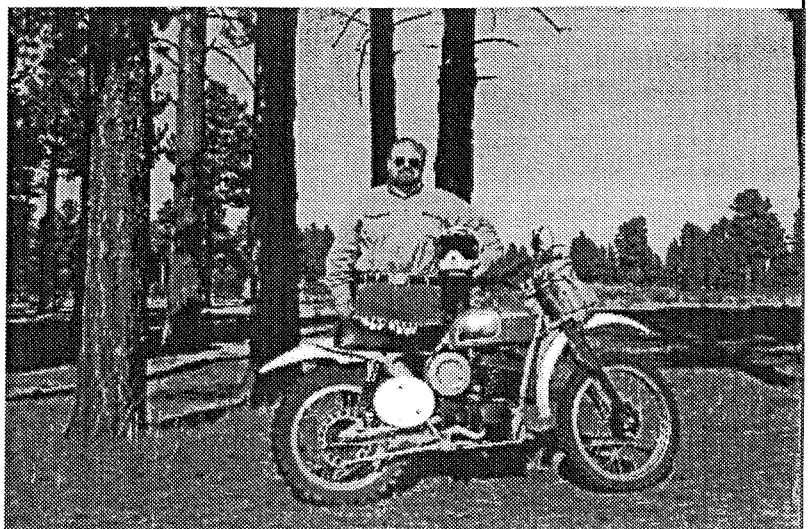
When my son reached 11 or 12, I decided it was time he learned to ride dirt bikes. That would have been 1992 or 93. I bought a old beater 1976 KX 125 Kawasaki and rebuilt the engine, did a little port polishing and matching, rebuilt the front forks, put on new tires, and a new chain. It didn't take long for him to start riding well and within a few months, we were out riding the trails I had ridden on 20 years earlier. It also didn't take long to find out that many of the places I used to ride had been closed to motor vehicles. The desert races were all but gone and the organized hill climbs (Widow Makerin particular) were non existant. The tree huggers had won! We used to drive 30 minutes to an hour to a great riding area, now we drive 2 to 5 hours to find a decent place to ride. Anyway, back to my Husky. On a pretty rough trail ride last Thanksgiving weekend, I lost third gear on my Husky. I figured after 25 years of having the bike, it was probably time to overhaul the engine anyway and winter would be a good time to do it. I found the problem in the transmission was in the dogs between third gear and the 4th / 5th gear cluster. I replaced 3rd gear and the 4th / 5th gear cluster but I also shortened the 3rd gear bushing P/N 16 12 417-01 by .025" and lenthened the spacer P/N 16 12 414-01 by .025" to improve the dog engagement between 3rd gear and the 4th / 5th gear cluster. I had a .035" gap in my piston ring and the piston was borderline in the cylinder bore. I thought I could get a piston kit from Wiseco, but they don't offer anything for the older Husky's, so I dug out all of my copies of "The Husqvarna Report" and started going through the ad's and the classified section. I didn't have much luck in the classified section, so I decided to call Forest Stahl and see what he could do for me. Forest is one of the nicest and most knowledgable Husqvarna people I have ever had the pleasure of dealing with. I must have called him at least 10 times and he was always happy to help me. I just wish he would have had more of the parts I needed. He was able to help me with a couple of rebuilt gears, but for most of the engine parts, I ended up going to Vintage Husqvarna in California. John Lefevre at Vintage Husky sold me the complete engine gasket set, 1st over ring (no piston), wrist pin, 4th / 5th gear cluster, new countershaft (I went from

the tapered shaft to a splined shaft), and a 17 tooth countershaft sprocket. Hall's Husqvarna in Springfield, Illinois was the only place that had a wrist pin bearing, and I never could find a 1st over piston. I ended up grinding the 1st over ring to a .012" clearance and reinstalling it on my old piston. I also spent about 16 hours matching and polishing ports. I bought every engine bearing and seal (other than the wrist pin bearing) from Kaman Industrial Technologies. They are a nationwide bearing house. Craig Comontofski has the list of bearings and seals on his Husky website. While I had it torn down, I rebuilt the front forks, replaced the rear fender, replaced the bearings and seals in both wheels, replaced the tires and the drive chain. I am running 20 W Bel-Ray fork oil in the forks and Bel-Ray 80 W in the transmission. Following are some part numbers and prices for the items I replaced:

Tires are Michelin M12 motocross, 130/80-18 rear and 120/90-21 front. I bought them at Sam's Club for about \$55 each and installed them myself.
 Rear fender is an Acerbis #8055 White, cost \$22.
 Front fender is a Preston Petty Mx that I put on in the 70's.
 Numb plates are from Wright's Motorcycle Accessories, cost \$ 9
 Grips are from Scot, cost \$9
 Fork boots are by Daystar Products # D58X Black, cost \$19.
 Fork seals are from Leak Proof Seals, Inc. in Pataskala, Ohio, # 7201, cost \$22.
 Chain "O" ring type, 520x102 Bike Master in Japan, cost \$49.
 Transmission parts from Stahl's Husqvarna, cost \$100
 Engine and transmission parts from Vintage Husky, cost \$250
 Wrist pin bearing from Hall's Husqvarna, cost \$48.
 Bearing and Seals from Kaman Industrial, cost \$350.
 The skid plate is homemade and put on right after I bought the bike. The bar pad is also from the 70's. The gas tank, gas cap, seat cover, cables, and shocks are all original. The tank has never been touched up and still looks great.

I did all of the work myself, but I am still into this rebuild / restoration about \$1,000 but it is well worth it. We took the bikes out riding for the first time last weekend and the old Husky is running stronger and better than it did the day I bought it.

Rick Solomon - South Jordan, Utah - RSOLOM1234@aol.com - phone 801-280-3835





HUSKY RACE REPORT NO 3 MALLORY PARK 01 AUGUST 1999 After such a successful meeting at Snetterton in July, I was feeling ready to tackle anything. I'd read about Mallory Park in my MCN Circuit Guide (known in my household as the "Book of Corners") and was not sure what to think. As you know, if you've read my previous reports, the Husky is light and flickable and accelerates well, so is suited to short, tight circuits. Mallory is pretty short, only 1.3 miles, but only the Hairpin could be described as anything like tight. Of course, I was looking forward to tackling Gerrards, Mallorys' famous first corner, regardless. I hadn't had much time to do all those little things to the bike I keep meaning to do, so a clean and a set of new front brake shoes had to do.

We arrived nice and early and set up next to Cass and Steve, the Earlostocks organisers. There were lots of familiar faces and it turned out there were enough Earlostock entries for us to have our own race, as opposed to sharing with other classes of machine. With all the friendly jawing, practice time came around quickly and we were soon away for a blast around this wonderful circuit.

The start/finish straight is slightly downhill so speeds are pretty good here. This leads into Gerrards, a blindingly fast sweeping right that turns more than 180 degrees. I found it difficult at first to find the right line here as there are, in fact, two apexes. Getting it right, however, is absolutely vital as exit speed from Gerrards dictates the speed of the next half of the circuit. Clicking into top gear just as I exited Gerrards into Stebbe straight was quite exhilarating. Where else can you be flat out in top with the bike still cranked hard over. Next comes the Lake Esses. A dab of the brakes, down two gears and into the first right-hander. That was fine, but getting the bike to change direction for the following left-hander was quite a challenge. The gyroscopic effect of that large 21" front wheel rim was making

itself felt, and it took a real effort on the bars to pull the bike round. The exit of the Esses is uphill so every ounce of power is needed to slingshot up to Shaws (the hairpin). Being uphill, I was able to leave braking for the hairpin very late before peeling in and blasting out again in first gear. This is the bit that the Husky does best, acceleration out of slow corners, and I had high hopes of doing some good here. Unfortunately, the hairpin is immediately followed by the Bus stop, a funny little chicane designed to keep speeds down, that seemed to prevent me making the most of the Huskys' abilities. The Bus stop leads onto the Devils Elbow, a fast sweeping left, that descends onto the Start/Finish straight. The Elbow sees you banked over hard, changing up through the gears, which can be difficult as there is little room to get your toe under the gear lever. Eventually, you burst out from behind the banking and across the line to start another lap.

What happened next must have looked very funny. In order to get some extra time on the circuit, I had entered a couple of additional races. The novices race and the Drayton Croft Trophy race. The Drayton Croft, according to the entry form, is open to just about any type or capacity of bike so I was surprised to find myself on a grid full of modern superbikes. RI's, GSXR's, NINJA'S, the lot. The exception to this festival of brightly coloured plastic and multi-cylindered madness was me on the back row of the grid on an old Husky dirt bike. I was feeling very out of place and distinctly uncomfortable under the curious gaze of the spectators. When the flag dropped, the front few rows took off as if strapped to aircraft carrier launching catapults. Fortunately, the riders around me were not so quick and I kept up to the back of the pack for a bit. I actually had a lot of fun dicing with another backmarker on a big Honda. He would blast past me on the straight only to have me out brake him and ride around him in the corners. Considering what I was

up against, I was pleased that the leader only just managed to lap me on the last part of the last lap. Nonetheless, I was still last and consoled myself with the thought that it was good practice for the next race, which was what I was really competing against, the Earlystocks. As usual, I drew the back row of the grid (row 6). Whilst waiting for the off, the race commentator said a little bit about each rider and when he came to No 302, he announced that he was glad I was riding that Husky dirt bike and not him, as that was not the sort of bike to be on at Mallory. I got a good start and was midfield by the first corner, Gerrards.

Concentrating hard on my riding, I managed to gradually move up the field until I came up behind a Motoguzzi Le Mans. At this point, the tannoy crackled and the commentator said that he was having to eat his words as that Husky was going really well and leading its class. It's amazing how wide Guzzi's can be. It was quick down the straights, but I had the edge on braking and cornering and felt I could go faster if I could get past. Getting past seemed impossible. It didn't seem to make any difference whether I went for the inside or the outside, there just wasn't room despite Mallory being a very wide circuit. Before I knew it the chequered flag was out and the race was over. I hadn't managed to pass the Guzzi, but I'd won the production class by quite a wide margin and, on my return to the pits, received a trophy. There was a bit of a wait before the next race, so we sat around anywhere we could find shade. It was certainly one of the hottest days of the year and I heard that the track surface temperature was the highest ever recorded at Mallory.

Whilst sitting there, a couple came over and started taking pictures of the Husky. I introduced myself and gave them some information about the bike. They told me they had a relative who used to race Huskys many years ago and then asked for my autograph! I was quite taken aback. There were some top riders at the meeting and some very serious machinery, yet here I was being asked for my autograph, a novice rider on probably the least expensive bike present. I made an attempt to look natural as I signed the programme, then looked around me. The faces of the other riders was a picture. "Gob-smacked" would be a pretty good description. The next race came around eventually and we all blasted off the line and into Gerrards', taking care to avoid the cement dust on the entry, marking where a less fortunate rider had lost his engine big time. My start was pretty good from row 5 and I moved up the field till I reached Cass on her RD400 and the Motoguzzi I had been battling with last race. Cass was trying everything to get past but was finding it just as difficult as I had. With the three of us together, the speeds down the straights increased and I struggled to hang on. Fortunately, anything they pulled out on me in the fast bits I could make up at the Hairpin, so I planned to work up to them as best I could and pass them both on the brakes into the Hairpin while they were more occupied with each other. It took me a couple of laps to get in the right place, then as we charged up the hill to the Hairpin, I left braking till the absolute last minute. I nipped past Cass and just got level with the Guzzi before we turned in together. His was the cleaner line though, and he got round in front of me. We blasted into Bus-Stop line astern and came out to meet a yellow flag, with a rider cruising along with a blown engine. I had the drive out of Bus stop, but backed off when I saw the yellow. By the time we were round the broken down rider and back on the power, we were almost at the line and the chequered flag. Cass must have got on the power a fraction earlier and she passed me as we went over the line. I'd won my class again, but I badly wanted to beat that MotoGuzzi. I returned to the pits and

received another trophy and we all had a good chat about the racing.

My last race of the day was the novice race and I found myself with a good selection of machinery. Everything from Superbikes to GP125's. I acquitted myself well and ended up mid-field, but most of the excitement had passed as it was the last race of the day and everyone was packing up to go home. Overall then, a terrific meeting. Two wins - two trophies, some really close racing, a mention on the race commentary and asked for my autograph. Whatever next?

Next race meeting - Ty Croes, Anglesea on the 18th and 19th September. Fingers crossed. RICHARD DIGBY



HUSKY ROAD RACER REPORT NO. 4 - END O. THE SEASON Tycroes, Anglesey, North Wales: 18th & 19th August 1999.

We had looked forward to our weekend in Anglesey for a while. As it was a two-day meeting, we booked up a quaint little welsh cottage for the weekend so as to be able to get a good nights' sleep. We set out on Friday afternoon and arrived at Anglesey in the dark, having only had one minor crisis. The race bike broke its tie-down straps and almost came off the trailer before we spotted it and stopped. Saturday morning saw us check into the circuit and set up camp with the rest of the Earlystock competitors. Fortunately, the weather was dry but blowing a gale and we had a look around the circuit to see if it was as good as we had heard. It's quite a spectacular place. The circuit is built right next to the sea and in the distance you can see the peaks of Snowdonia. The rest of the family went off to explore and I prepared for practice. I'd read the circuit guide in detail and felt I understood the best way to get round this short circuit (only 1 mile). Built on a hill though, the track is very three-dimensional

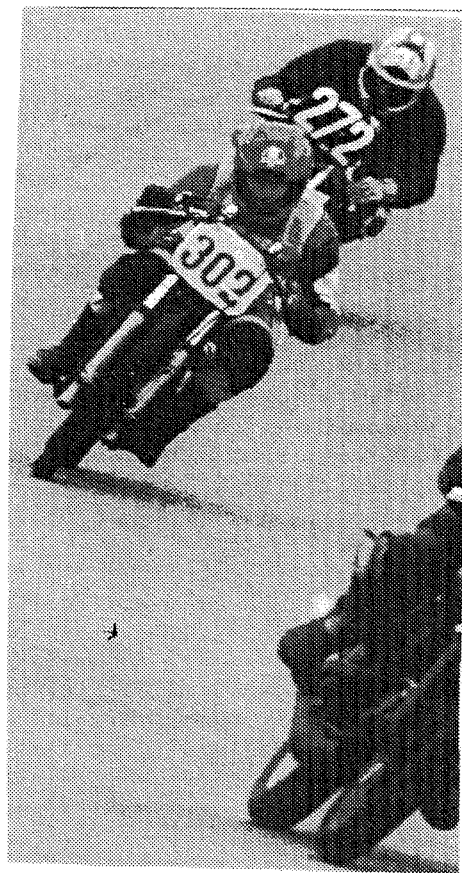
and I was to learn the importance of track time. Out for practice we join the circuit at the end of the Start/Finish straight and turn straight into School, a high speed sweeping right that drops down to the apex then climbs out to the next sequence of bends, Radar. Radar consists of a further right followed by a blind uphill left then a sharp flat right. This leads onto the back straight, which leads to the hairpin. Plenty of potential for outbraking manoeuvres into the hairpin and a good blast out again, (just the thing for the Husky), before banking left into Douglas then right, right, left and hey presto back onto the Start/Finish straight which is fast and downhill. Practice was very difficult. I didn't seem to be in the right place at the right times on the track and kept finding myself in the wrong gears. My inexperience was showing through, whereas at the more straightforward circuits, I had been able to feel my way round. No matter, I was to get plenty of track time as I had entered the formula Phoenix class for pre-85 bikes as well as the Earlystocks. Earlystocks came first and I got a good start, charging into School amongst some fast machines. As the laps continued, the field thinned out and I found myself in a monumental scrap with a Suzuki 250 X 7, which to my horror, was in direct competition with me, as it was another production class machine. The rider was clearly more experienced than I was as he was able to enter a couple of corners quicker than I found comfortable. My bike was a bit quicker however, and I had managed to spot the best line through Douglas, which gave me a distinct advantage onto the main straight. Essentially, after pitching left into Douglas its vital to deliberately miss the apex of the first following right in order to hit the second one and left it left again at the right place to be able to get the power on early for the approach to the main straight. He got round me a couple of times but I was able to re-pass at Douglas without difficulty. I held the class lead to the end and took a hard fought win. I had not been riding well however, and was finding the circuit extremely difficult to come to terms with. In the pits before the next race, I looked up my new opponent, whose name was Andy and found out a bit about him. It turned out he had had a lot of experience over the years, including GP125's. He seemed a nice guy so I told him about the line through Douglas. He didn't look too convinced as at first sight it defies logic, but he was to use it later to good effect. The next race was the Formula Phoenix round and I had been looking forward to this as the class attracts a really wide range of machinery. Quite a few of the Earlystocks were on the grid along with old GP bikes and converted road bikes of all sorts. We charged off and I found myself up with some quick machines. I felt I was at last beginning to get to grips with the layout of the circuit and my confidence soared. As I was drawn from the back of the grid, I had a fair few riders to battle with for position until I saw that I was catching up to Richard Bowles. Richard is unmistakable as he rides a big red GS1000 and has "BULLIT" across the back of his leathers. (He was also the reigning 1300cc champion). I love to have a target and set about shaving down his lead. A little quicker here, a little later on the brakes there, and I was definitely closing. I must have been motoring because although I still had Andy on his X7 right behind me, he had not managed to come alongside anywhere.

My great opportunity came on the penultimate lap. I caught a tow behind Richard on the back straight and out-braked him into the hairpin. Terrific! I had just passed the top rider on the top machine of the Earlystocks class. In my excitement I made a mess of Douglas but still managed to get onto the main straight in front. I summoned every Husky horsepower to get down that

straight as fast as possible before the massive power advantage of the GS pulled Richard back round me. I got all the way to the braking zone before a big red blur came up the inside and cut across to take the racing line.

Disaster, Richards' rear wheel just touched my front wheel and I went down, like a sack of spuds. I was off at the fastest part of the circuit skidding along on my backside towards the rumble strip kerbing at School corner. I had to manhandle the bike round as it tried to slide on top of me and I went across the kerb on my right elbow. I eventually came to a halt on the edge of the circuit on the outside of the bend. Andy on his X7 only missed me by inches and had a grandstand view of my tarmac pirouette. I have learnt from my Moto-Cross days that when the St Johns' Ambulance see a faller they pounce and will wrestle a hapless rider, even if uninjured, into the ambulance, in order to practise all their first aid skills. I've seen lads tied to a stretcher, put in a neckbrace and taken to a local hospital with an oxygen mask pressed hard over their faces to muffle their protestations, only to be returned an hour later with nothing wrong with them. With this in mind, I jumped up quickly and pushed the bike back to the pits. The damage report wasn't too bad. I had holes in my leathers at the right shoulder, elbow, hip and knee and my right boot looked like it had been the plaything of a hungry rottweiler. My elbow hurt and I certainly felt shook up, but my only thought was to get the bike sorted, ready for the next Earlystock round. My lovely gold anodised handlebars were three inches shorter on the right; the twist grip and front brake lever/perch were toast and the right footrest was missing. I made it in the nick of time, with the help of another competitor, and went out again not feeling half as keen. I had to fight tooth and nail with Andy on his X7 and only took the win by the narrowest of margins. I decided to miss the next Formula Phoenix round and get back to the cottage for a hot bath. I still didn't know what I was to find under my leathers.

Sunday turned out to be pouring with rain and although I was keen to get out and race, the speed wasn't there. I just didn't feel sharp and managed two second places. It turned out that the three inches of molten aluminium from the handlebars had solidified inside my boots and inside the front brake drum. I also have some small chips of bone floating about just under the skin of my elbow. All in all, I was very lucky to escape such a high speed crash with such minor injuries. Melanie however, was not impressed!



Craigs Rambling Notes-

important internet website information:

www.huskyclub.com

coming soon to an internet site near you!

The 460 CR pictured on last news back cover was intended to refresh your memory about how crazy things got in the heady 1970's world of Husqvarna sales. The 460 was a marketing idea to spur on sales of the big bore 450 Husky. The engine size of a 450 Husky was always 454cc and it had been called the 450 for a couple of years, why not rename it a 460? And so it was, the 450 became the 460. This was late 74 and the GP series bikes were due out, what else are you to do to ensure sales of these models still in hand. I am sure in the budding collectors world of show Husqvarna that there will be established a serial number start of the 460 models and certainly the first one would have been sold to Steve McQueen or Malcolm or Burlison and claims of all sorts could be discussed at length to secure a place for all 460's. I don't think this new 460 model size change went over too big with dealers. I don't think the owners manuals or parts lists show this model exists, but let's not pooh-pooh this. This is history! This is Husqvarna! This is possibly the rarest Husky model ever produced (don't count on it) and you may own one!

Excellent Letters

Hi there, my name is Margaret Watson from Sydney Australia. I have recently retired from Husky Imports Pty Ltd where I was the Administration Manager for Hans Appelgren the owner. In the time that I was there, several years, I became extremely interested in the marque, as well as off road riding, to the extent that I co-ordinated the "Thumper Nats" a series of Four-Stroke Natural Terrain Grasstrack Motocross for four years. Six rounds per series, three heats per round, seven classes in the series. Each heat had a forty gate start, which was always full. Track length no less than 1.5 Kms, it quickly became the premier race series in Australia to the extent that on my retirement I have decided to arrange another series for Clubman (C grade) riders only on the same principal, called AMCROSS, as the original riders who rode the Thumpers are not able to compete in them as the distances that need to be travelled between rounds can be up to 4,000 Kms for some riders and that is not return. As well it is now a series entry only by Internet, and there are some people out in this wide world who do not know how to operate a computer, which precludes them from entering. Do you have much natural terrain grass track motocross in your area. We are finding it extremely difficult to obtain areas, even in a place as large as Australia with so many unpopulated areas. The conservationists who decry the sport, has the environmental protection authority doing everything they can to stop the licencing of new tracks, and the refusal to renew the licences of old. There are heaps of riders with no where to ride. You may not ride in our National Parks, most forests are banned now it makes it extremely difficult for the promotion of the sport. Hans Appelgren has a fine collection of early model Huskys some fully restored, others in not so mint condition. They are his babies, and they are given the resting place they deserve, some are in the archive room of his office/factory/warehouse! Must away, duty calls. Regards Margaret Watson. teregram@itlite.com.au

450 CR Engine rebuild

Hello Craig,
I just rebuilt the engine on my '74 450 CR and have a little info to update your Husky bearing and seal list on the internet.
The "seal, crank right side, mag" is a Steffa B16, 25 x 35 x 07.
The "seal, gear shift shaft, RH" is a Steffa D1, 16 x 26 x 07.
The "seal, gear shift shaft, LH" is a Steffa D1, 17 x 28 x 06.
The Kickstarter seal is a "Lathe Cut" seal. It measures 15.84 mm x 24.15 mm x 3 mm.
If you could get a lathe cut seal that measures 15mm x 25 mm x 4 mm, I think you would be better off as the seal has a lot of give and must stretch over the kickstarter splines, but still be a real tight fit in the bore. It is just retained by the washer behind the kickstarter lever and there is plenty of room to go 4mm thick. I received a lot of help and information from Forest Stahl at Stahl's Husqvarna. He was able to regrind the dogs on my 3rd gear to as good as new. John Lefevre at Vintage Husky was great also. He supplied me with a lot of info as well as a new 3rd / 4th gear cluster, countershaft, wrist pin, 1st over ring, and a complete engine gasket set.
Hall's Husqvarna was the only shop that I could find in the country that had a wrist pin bearing. This bearing has been obsolete for many years.
Thanks to Forest Stahl (I must have called him 10 or 15 times as he was always willing to help), John Lefevre, and the guys at Hall's for all their time and information.
Richard Solomon - rsolom1234@aol.com

Vintage Husky 175 Recalled

Hello Craig
Your Husky Web Site is Amazing. I own a 77 125 GP that I bought new in 76. This bike was then sold around 1980 to a close friend and then he traded it for engine machine work to another guy. He rode it for a while and then stored it outside for many years. I then rescued it around 1990 and restored it to excellent condition. This Husky was modified thru the years and now is equipped with Simons Forks and longer rear shocks with a re-worked swingarm shock mount location (77-78 Howerton Trans Am look a like) and a 78 250 rear hub and wheel. I wish the bike was stock but for now I will continue my search for some Ohlins or 17.5 Fox Air shocks. The bike currently needs a new piston assembly. It was on the original bore when it broke a ring last year. I will be joining your Newsletter tomorrow and buy the piston from a source in the Newsletter. My Main interest these days is collecting Military Vehicles. I currently own a 65 MBZ Unimog and I belong to numerous MV Clubs. My Husky now needs a little TLC. I will always remember going to the Watsonville Fairgrounds (Hecker Pass road) and watching JEFF WATTS totally destroy the 125 Pro class. He was riding a Blue Tank 78 125 GP with fox Air Shocks and was sponsored by MOORE and SONS (Santa Cruz, CA) This bike was the perfect match for this rough NATURAL Terrain Track. The HUSKY was down on horsepower to the rice burners but it handled SO WELL that they never had a chance. The HOOSK never DNFed and always finished FIRST for at least 3 years in a row!!!!
Your Web Site is by far the best I have ever seen on the WEB regardless of the subject matter. Nils Arne Nilsson SALUTES you. KEEP the CASTROLR30 BURNING
Take it Easy
Randy - unecedamog@webtv.net (Randy Bauer)

SLO Steve Bags a 390

Hello Craig,

I just picked up a Husqvarna 390 CR, frame # ML 29046. I could not find the riveted tag on the right side of the engine. I think it's a 1978 (if I read your chart correctly). It's missing both the left and right side engine cover, the shift lever and the kick starter (as well as numerous other items like clutch cable, grips, spark plug.....).

The engine seems to turn over but there might be some clutch problems. I would like to get this bike up and running, so to start I think I need to Join the Husqvarna Motorcycle Club.

I have never owned a Husky, but lusted after them for years. I've had a couple of Greeves, a Bultaco and various Japanese bikes. I haven't ridden much in the last few years, but I want to start again. I'm also in the very early stages of restoring my 1973 Suzuki TS-125-J Duster (the bike I got for Christmas brand new back in '73, it's been stored in my parents garage since I stopped riding it in the late 70's). I also hope to purchase a Greeves to ride/restore soon.

FYI, I to use to ride around the Las Padres National Forest and Spillway Park. I grew up in San Luis Obispo area and attended Cal Poly. I remember going to the High Mtn Enduro at a very young age to watch my Uncle and Cousin compete. And when I was in middle school and junior high would work as a corner worker at Spillway. (no pay but they did give us a free Pepsi!) Hope you enjoy the new year and I hope to hear from you soon.

Steve Theroux jojot@ix.netcom.com

Ed Note:

Steve, great note, I ran Spillway many times during 71-74 and have a few trophies, also remember pozo saloon, turkey ranch, railroad tunnels + railroad bridge just off campus....what a thrill (stupidity?) to cross that railroad bridge.

4 Speed Shift News

Dorian Sleeper called about assembling his 69 400 motor and reported he could not engage 1st gear. After we discussed the pieces in the shift linkage box here is what he reports -

Hej Craig -You were on the right track when you suggested I look at the shift linkage pieces to solve the problem I had trying to get my 4-speed motor to shift into 1st gear. I tried a second pawl I had that looked different from the first one & still no luck. I finally called John LeFevre & he said that there are THREE different pawls & without the correct one in place it won't shift correctly. Well, naturally I only had two different ones BUT, I did have a couple of old cases that had the shift linkages still in place, sooo... I took them apart & found a THIRD different pawl. I installed this one in the shift linkage assy. on the motor I was re-assembling & Voila!

IT SHIFTS THRU ALL 4 GEARS LIKE IT'S SUPPOSED TO !
YEEHAWWWW!!

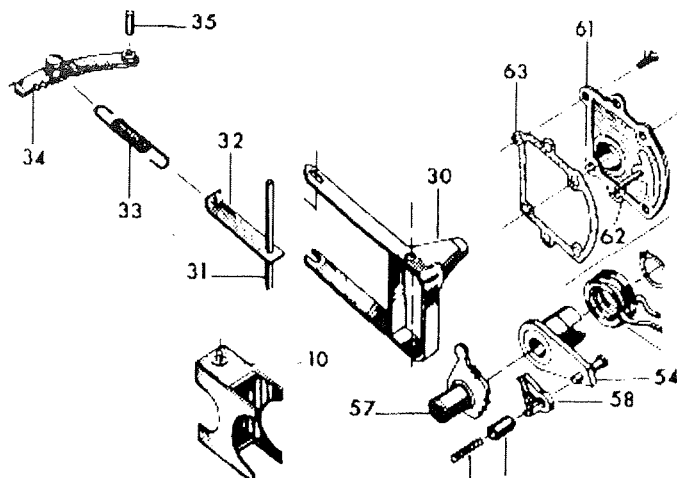
Thank you Craig & John LeFevre! Maybe put something on this in the next HMC Newsletter? Tack, Dorian

Megaclassified

Parting out Huskys - 1977 CR 250 , 1978 390 Automatic, 1978 WR250, 1985 XC 2540 , 1987 WR430, 1988 WXE 125 lots of good parts resonable call Jeff in CT at 860-582-8509.

Adjust the spring preload or stiffness by the turn of a wrench.

These are **husky fork caps** retrofitted with the necessary hardware to make them fully adjustable up to 1 1/2 or 37mm of spring preload per fork. Tune your front suspension to accomodate for different tracks, conditions or spring sag. Easy to install. \$50 pair with cap exchange plus shipping in the US. email to mxman74b@aol.com or call my answering serv at 404 350-0191. Please mention fork caps in your message. Chuck Tucker, Ga.



#58 is the piece that is discussed

For Sale: 80or/cr390 exclnt cond, xtras- \$900. 83 cr430 fair to good cond. \$500. 81 cr430 fair cond. \$450. 81 ktm495 basket, all there \$400. misc. mid to late 70's husky parts, wheels,tanks, frames,forks...e-mail- rosemontshelletd@edge-pc.net phone # (916) 369-2271 in Sacramento, Calif

Parting out Huskys - 1977 CR 250 , 1978 390 Automatic, 1978 WR250, 1985 XC 2540 , 1987 WR430, 1988 WXE 125call Jeff in CT at 860-582-8509 - 12/29

1979 390 cr, runs, needs to be restored, dent free tank, non original exhaust, air box cover missing, first \$500. takes it. Jim 315-245-4307 weekends. Central New York

Have handicap brother-lost both legs at young age. He rides dirt bikes and has even been featured in Dirt Bike mag. He's looking for a **Husky Auto**, perfer 1980 or newer. Have recently come across 1984 500 axe auto - I think. Frame # WO 11544, motor # 20 90 0190 can anyone verify from the #'s what this bike is? Parts needed for this bike - motoplat and flywheel #288258 0616020-35 mini 6 and CDI unit #68. Interested in buying complete bike or parts. (210) 684-2922 or email jrbalcom@yahoo.com

1973 Husky 125WR for Sale Price \$1,800. Contact "Dave Benefiel" <bendsb@gibsoncounty.net>

for sale--80 husky OR-390--rough needs crank and piston--\$150, husky wr-450-- complete--needs crank--\$300 email speedwaybikes@hotmail.com or call 406-777-0199

Wanted: Any literature or parts for **87 510 enduro**. contact Zeb at li 56@omalp1.omresa.net or call at 330- 424- 7463 in Lisbon, OH I'm looking for a complete Air Box assembly for a '73 **Husky 250 WR**. Call Mike at 804-979-8507 or email ivy@cstone.net

1970 Husqvarna 400 cross, original except preston petty fenders, rear shocks, and needs a pipe. the motor turns through fine, is complete, as is the bike. ONLY \$375, race vintage MX on the cheap. 619-222-4071 or whammyguy@aol.com

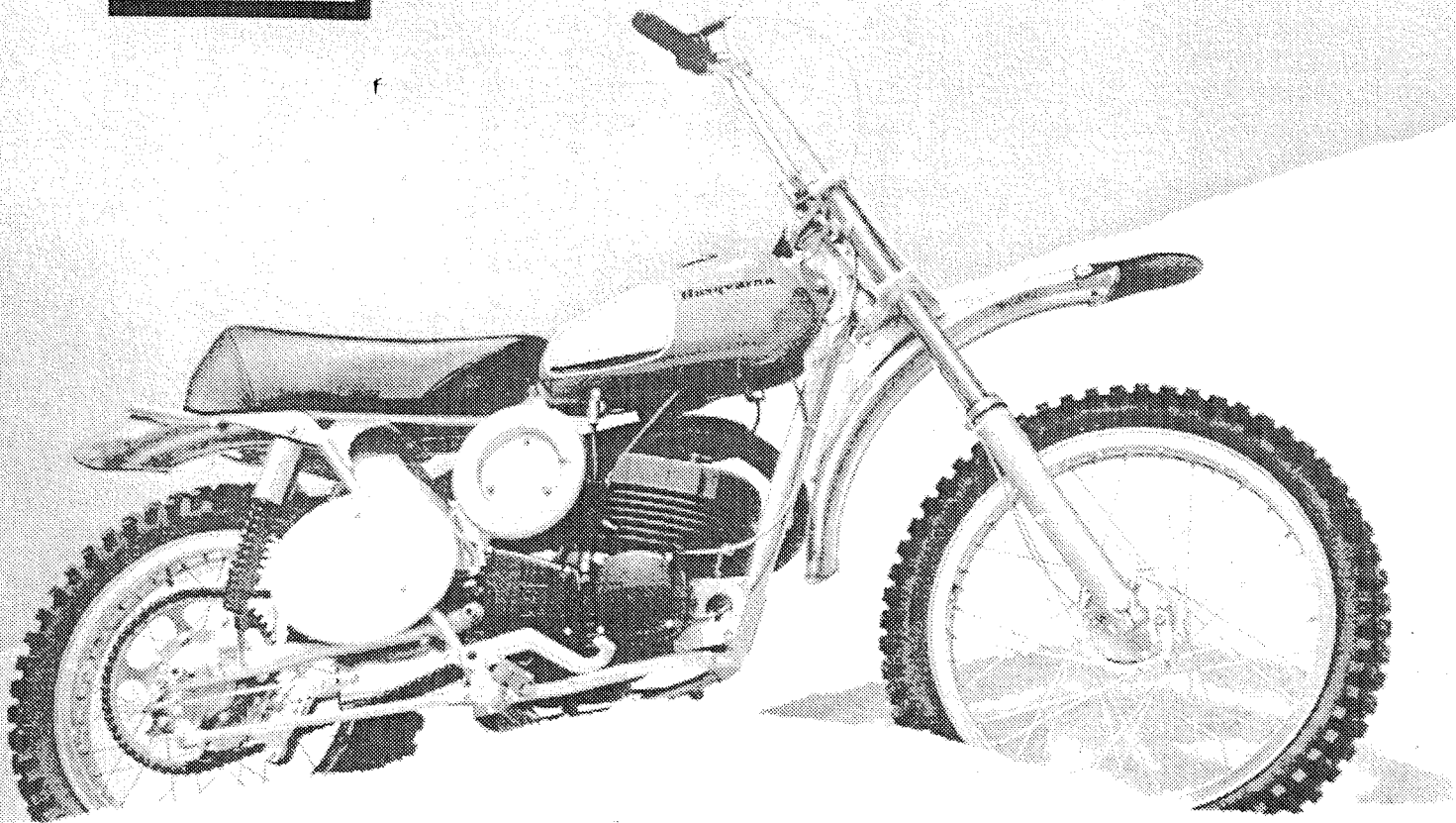
1971 Husqvarna 400 cross, parts bike, complete roller with stuck engine. Barrel , etc. is 400, the bottom end has a 360 stamp on the cases, so it's was a souped up 360 originally. no carb, or pipe or tank. But tons of spare stuff to keep your 400 running. \$125 619-222-4071 or whammyguy@aol.com

Alloy tank for 69-71 Husky 250/360/400. Save that beautiful original tank and race light with this one... nice shape, slight depressions at the top triple clamp from full lock, but a beauty for a low low price. \$85 619-222-4071 or whammyguy@aol.com

1970 Husqvarna - professionally rebuilt motor, approximately 5-10 hours on rebuilt motor, new tires, new chain, new rear fender, new seat with new foam, new filter, new gas valve, new gas cap, new Terry cables, new expansion chamber, performance rear

CYCLE GUIDE

TEST
REPORT



BIG PERFORMING LITTLE HUSKY

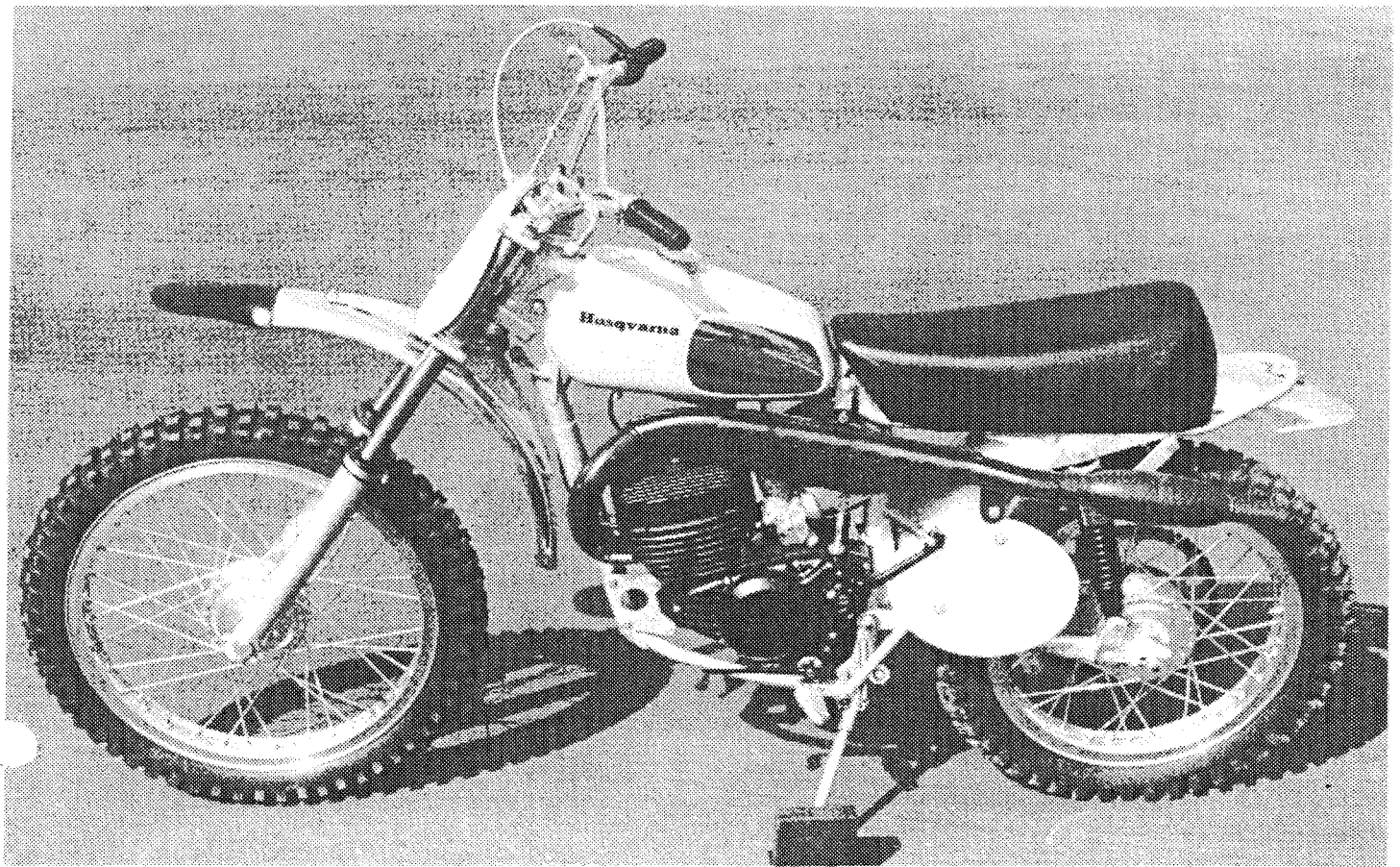
The new contender for the 125cc trophies was worth waiting for.

As two stroke technology has advanced, the performance of smaller and smaller engines has increased. Once upon a time, it would have been ridiculous to suggest an international GP motocross class with world championship points for the 125cc bikes. The performance would have been so poor that nobody would have been much interested in the outcome. Now the FIM is proceeding with their plans for the class, and knowledgeable observers say the lap times of the little bikes won't be too much slower than the 250's. And after testing the new Husqvarna 125, we can believe it.

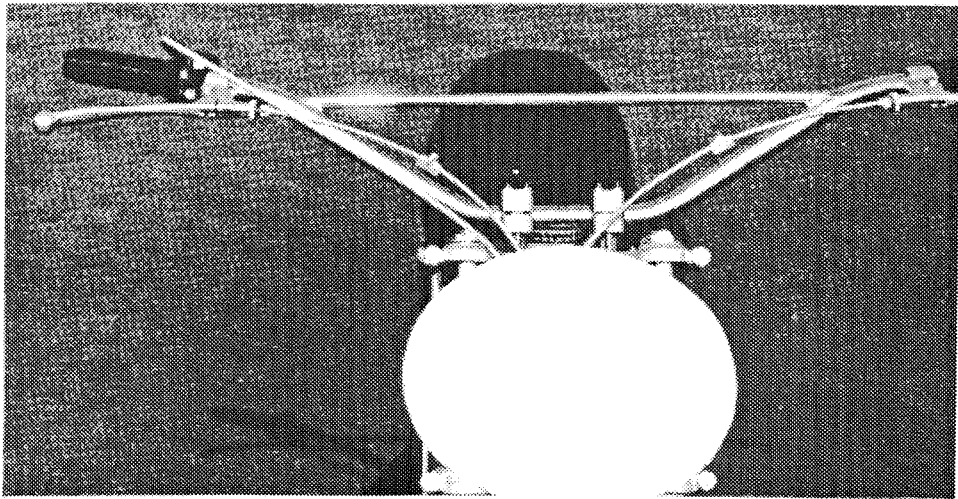
Like all Huskies, the quality of the machine is superb. Sweden is justifiably famous for metallurgy, and the new Husky shows its origin. The construction and finish are almost enough to justify the price, before you ride it. The machine drew perhaps the biggest crowds of onlookers of any bike we've ever tested. Everybody knew what it was, and everybody wanted to know more about it. Visually, it is not too much smaller than the 250 and 400 models, but it looks lighter and trimmer. The reduction in weight is the result of components that it does not share with its big

brothers. These include the brakes, frame, gas tank, engine, exhaust pipe and rear tire. The forks, shocks, wheels, fenders, handlebars, saddle and front tire are the same units as the bigger machines use.

The front wheel is a 21-inch Akront alloy rim mounting a 3.00x21 Trelleborg knobby. The front brake is a small diameter drum unit, unlike the conical brakes on the big Huskies. The diameter is 120mm, about 4½ inches, and very light weight. The brake cable on our test machine got crimped in the crate, so it was replaced with a cable from a 400 model.



The lighter weight of the 125 motocrosser is evident here. Note the standard left side shift on the new model.



Those lovely Husky handlebars are made for gripping, but those serrated rubber hand grips are not.

The hook-up was not exactly the same, so although the brake worked fine, it was difficult to apply because of binding in the linkage. The forks are Husky's own units, big and strong, with excellent performance. The seals on our test bike leaked more than the usual Husky seepage, making the slider legs look messy, but it didn't affect the suspension.

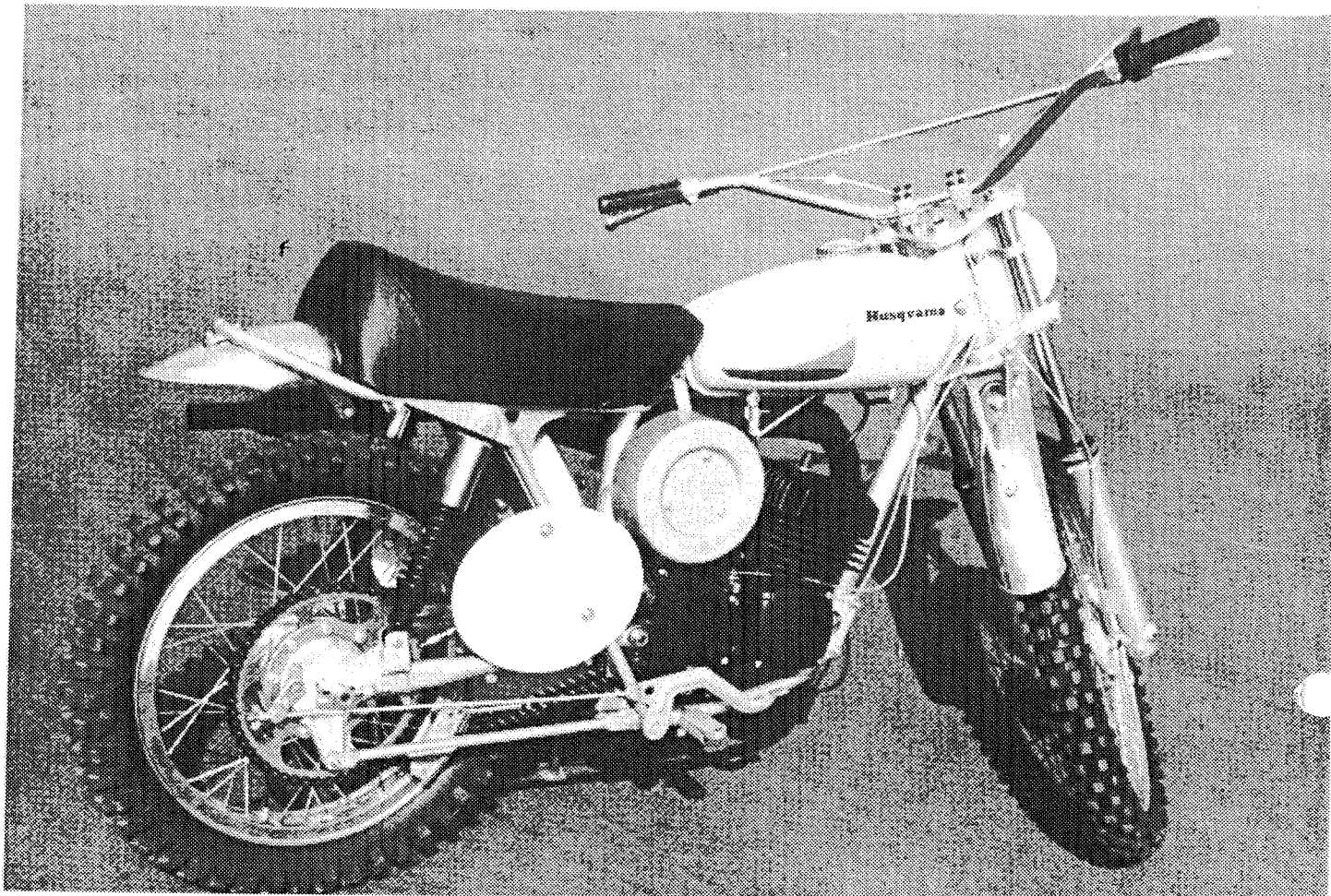
The high mounted aluminum fender has the usual rubber flap on

the front end to minimize the crud that flies back in your teeth. The handlebars have an almost ideal shape, just the right width and height for this bike. The rider's arm position is comfortable both sitting and standing. The clutch and brake levers are the Magura units, unbreakable and malleable. But the throttle is a plastic item from somewhere, with those horrible serrated rubber hand grips that tire the hands so the forearms cramp.

The gas tank is painted bright yellow, with the traditional chrome side panels. It's small and trim, holding 1.85 gallons of fuel. The Husky sad-



The traditional Husky saddle is a delight to sit on over rough ground. Note how the exhaust pipe tucks in close.

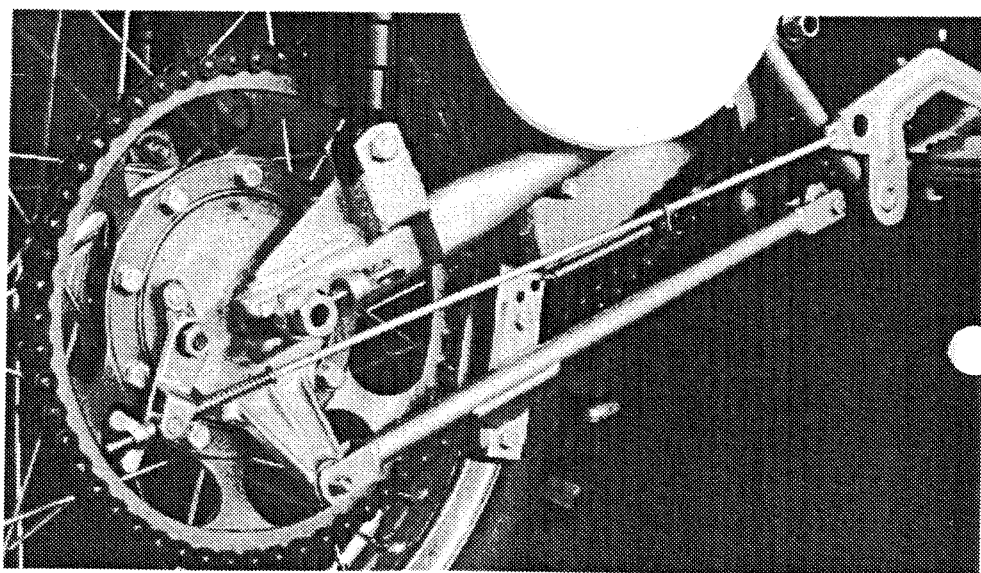


The little motocrosser is all business, with a performance that verifies the painstaking engineering of Husqvarna.

le covers the rear tank hold-down bolt so the rider won't come down on it and have to quit racing. The short rear aluminum fender keeps the tire from slinging the terrain up on your back.

All the 1972 Husky models have new frames this year, with the engine sitting lower and slightly forward from previous models. The swing arm is horizontal with the rider aboard and the machine at rest. The frame on the 125 is an inch shorter than the bigger models, at 53 inches. We would prefer it longer, for slightly slower handling. The single down tube divides into two members under the engine, with the swing arm suspended by Girling shocks. The frame is made of chrome moly tubing, one of the few production machines to use this superior alloy. The rear brake is also a 120mm drum, with an 18-inch Akront rim and a 3.50x18 Trelleborg knobby. The spoke diameter is 4mm, just like the big boys have.

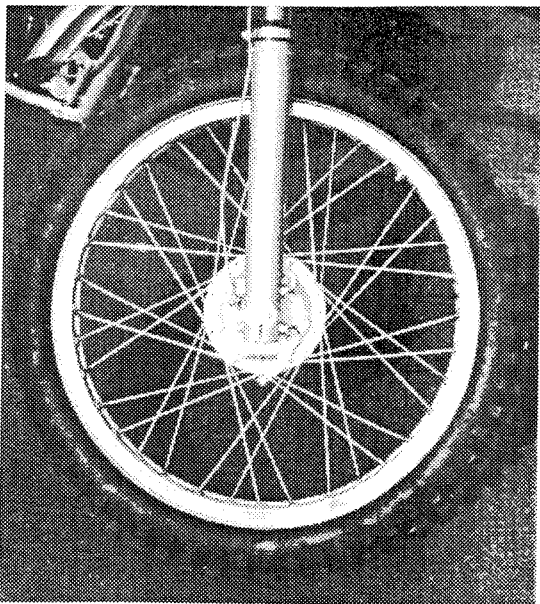
The 125cc engine is all new, of course, with cases, cylinder and head of aluminum, and a steel cylinder



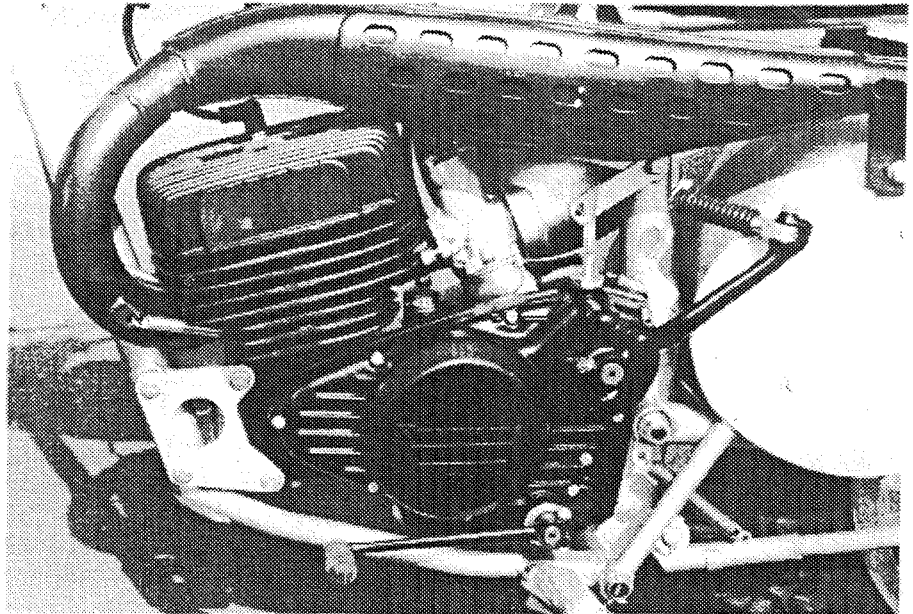
Husqvarna is one of the few production machines to feature the superior braking of the full floating rear brake.

liner. The bore-stroke ratio is slightly oversquare, at 55mmx52mm, with a 13.2 to 1 compression ratio. Primary drive is by straight cut gears, with a six speed transmission with close ratio cogs. No horsepower or

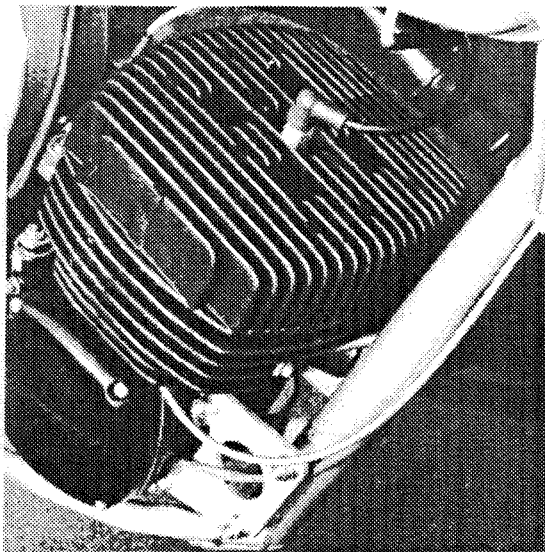
torque claims are made any more, thanks to the truth in advertising laws, but the power is outstanding for the displacement. There is nothing exotic about the cylinder layout; just a straightforward five port arrangement that does the job. The carburetor is a 32mm Amal concentric; a radical departure for Husqvarna. The reason they couldn't use a Bing is because the larger float bowl projected down



The front brake is also a 120mm diameter unit. The forks are the same as those on the bigger Husky motocrossers.



This view shows the 32mm Amal carburetor with its float bowl practically touching the top of the transmission case.



The cylinder head is formed by the injection molding process, which the Europeans call pressure casting.

too far, butting against the top of the cases because the cylinder is shorter than the 250cc model. The Amal seems to work, with no flat spots or flooding, and plenty of revs on tap when necessary.

The standard setup on the new Husky 125, and indeed on all the new models, has the shift lever on the left side and the foot brake on the right. This should be welcome news to all the riders who learned on Japanese machines, and not so welcome to the British oriented veterans. But the setup can be transposed for those who prefer to shift with the right foot. The upswept exhaust pipe has the familiar Husky shape, but smaller diameter. It's tucked neatly out of the way of

the rider's leg, and a factory silencer attached to the stinger is standard. According to the factory, the low and mid range are improved slightly, and a slight loss on top end balances things out. It's reasonably quiet, at least for a competition bike, and the engine seems to like the system, because it goes.

The kick start lever is on the left side, with a short action that is easy to operate. You have to be sure to keep your toe up when kicking, so it comes down on top of the foot peg. Starting the Husky 125 is easy, even when cold. We primed the carburetor and it started on the first kick on our initial test session. Warmup is fairly rapid, but you do have to let it warm a little before it wants to pull the bike. The throttle action is quick and the response is crisp. The shift throws are somewhat long, sort of a Husky tradition, but positive if you complete the movement. We never encountered any extra neutrals when we vigorously activated the lever. Shifting up or down without using the clutch was effortless; a must in rough terrain competition.

The relative position of the saddle and handlebars is good, although if the bike was longer, the bars would be slightly farther away, which we feel would be an improvement. The foot pegs are too far forward for our taste. Two or three inches farther back would place the rider's heels under his hip joints, for easier standing without pulling on the bars at all. The foot pegs are not spring loaded, and they should be. If they are loose

enough to fold up easily, they bounce up when the rider's boot is off the peg. The Magura levers work smoothly, as does the throttle, but the hand grips almost spoiled the ride.

The suspension is as good as we've ever ridden, with a feeling of complete control over the roughest ground. While the handling was precise, we felt it was slightly too quick for a motocrosser. Another inch or so of wheelbase would slow things down a bit without sacrificing maneuverability. The difference is in forgiveness. Everyone gets out of shape once in a while, especially in the rough. The slightly slower handling can mean the difference between staying upright and getting off. That can be an important difference in a race. But despite the relatively short wheelbase, the Husky responds well in the most demanding situations. We never got off during our testing, and we rode the machine hard for several days on different types of terrain.

While perhaps no 125cc engine can deliver tractor torque, because of the small displacement, the new Husky puts out more than any 125 we've ridden. It requires some revs before it pulls, but the power does come on fairly low for a 125, with a pretty wide power band. And of course with six gears, you can just keep on shifting. The power band seems to be the right type for motocross, with considerable punch before the engine is wound out in top end. By the end of the first day, the engine had loosened up enough to really get on it, and we were pleasantly surprised at how strong it was.

The bike felt comparable in power to most 250's on the market, with a strong torque surge that really moved the lightweight machine out.

shocks, extra brake shoes, custom motorcycle stand, copy of original manual. Asking \$1,895. Call Doug Stujenske @ 713 464-8733 or dstujenske@netzero.net

I have a nice **76 WR360** that I am thinking about trading for a nice dual purpose or a Honda VT500 Ascot twin. Excellent stock condition with a fresh motor (less than a full tank of gas through it), Jpeg images available. Bob R (816) 478-7455, Kansas City MO Bosurob@aol.com

72' WR 250 in very good condition, it has a Webco aluminum head on it. It has the original aluminum fenders, trellbargs and has great compression and spark. It's been in storage 10 years, and just the tank needs to be cleaned out. Some one painted over the tank, but the rest of the bike is very nice. I will sell it for \$750. I also have a 1979 CR 250, apart but all there, it's nice also. I have several N.O.S., and several Used Motoplat Mini 6 stators, flywheels and cdi coils. Some are inner rotor and some are outer rotor. Along with this stuff, I have a complete set of Microfishe 1966 - 1987, along with some original manuals including the automatic and an 87' model manual covering all the bikes. I would really like to sell all as a lot. There are also some early wheels and some 1982-85 forks. Please e-mail: dirtbike@texas.net, with offers or call me at 512-990-5550, Tuesday to Saturday 9-6 in Texas

Wanted 1980's Husky Wis/Illinois area under \$700 Enduro or Moto and 82 Yamaha YZ250J model for parts email jeffh@netwurx.net

For Sale: 1990 510te engine complete and running and very fresh. Numerous 40mm fork sets, disc and drum. Numerous 40mm triple clamps. Starracer dirt track frame setup for husky watercooled engine. Complete 4 speed transmission for circlip clutch engines. Set of bent radiators off of 1990 4st te. Used 510 cyl and piston. 1998 610te, 500mi, cool trades welcome. Steve evenings (815) 772-3389 Illinois Steve Vigen@praxair.com

looking for a rod kit for **72 husqvarna 125** dirt bike in central ohio call jim at 419.529.9649 or e-mail at lgscp@aol.com

Have 82 Husky 250 cr for sale... All original, even the tires! Husky products tank protectors on tank----no scratches!! Contact me via e-mail @ ktm30082@aol.com for particulars...This bike is NEW NEW!!!(570)825-4585 IN WILKES-BARRE PA.

APA500@aol.com Im looking for a rear wheel & hub assy, fo an **87 500 husky** .i also need a left side radiator please call me at 209-874-3424

For Sale: 93 WXC350 Husqavarna: needs engine work: best offer: Jason 214-244-6144 or JGMOSER74@aol.com

WANTED:Husky 510 four stroke enduro in good condition and priced reasonably.I,m located in Mass.so I'm looking in the New England or New York state area.Please call Jim at 413 245 3241 or e-mail at cooksorchard@samnet.net.

For sale - 1983 430 case set in excellent condition \$150, Motoplats - (1)'83 430, (1) '81 430, includes coil \$120 ea. Terry 607.776.3204 or tpmcd@hotmail.com NY 1/11

Cagiva Dirt Bike Parts - New forks, cylinders, pistons, etc. e-mail - spanky888@webtv.net or call 212-228-8167 - NY

For Sale - 1973 125 with a factory offered /dealer installed 175 special conversion (big jug etc) kit. This kit is shown on the factory microfishe card for "73-74 125 all, including 175 conversion". It is in great shape and recently had \$945 in engine work by (2 time AHRMA #1) Andy Hardin of PVP in Louisville, KY. I would like to swap it for an early 90's Japanese 250 (cr,kx, yz...). I am simply too physically large to ride this small bore. If interested contact Dan at 502-241-2794 in Crestwood KY.

WHAMMYGUY@aol.com - I'm selling my **1973 400CR**. It's a really low mile bike, I believe it still has the original trelleborgs on it. Sat for years, faded top of the tank & some paint is peeled off

the top (it's an alloy tanked one, all there, original, doesnt' start I suspect the seals, for it's got compression, good spark & the carb is cleaned out.) \$750 619-222-4071

Wanted: 4 speed 250cc bottom end 1970-71 approx, crank unimportant , good gearbox needed.

brian.watson@mrwa.wa.gov.au

Wanted: 1973 Husky 450 WR. Low hours. Good condition. Portland/Seattle area. pathfind@e-z.net.

Wanted... Plastic airbox that breaths under seat for 73 -75 Husky SK or MK series. I need 4 complete systems. I have found one inner section. It's Husky part no. 16 13 282-01 stamped Made in Germany(?). WRShields1@aol.com

Wanted: '81 430 CR or XC case. 208.237.4842 email wkr1@juno.com

'87 500XC wanted. Prefer good condition, running or not. Wanted for restoration/desert racing. Pull it out of the garage and sell it to a good home...CA/NV/AZ area only. Contact Marc at mbuonaguidi@hotmail.com

White alloy husky MX NOS tank with cap.Blue and yellow decals.This tank is absolutely beautiful. cookpt@aol.com. \$250 Tony Velkoff (717) 564-2056.

1987 500XC desrt racer , totally restored , rims , tires, paint, motr, plastic fenders, Dan Smith desert motor - \$2300 or best offer - 201-865-4772 beeper, home 973-697-3269 also have a lot of spare parts for sale - new cases for 250/500 lc, cylinders, pipes, rod kits, etc.

Husky Aluminum Swing Arms for 77-79 - Profab and MotoX Fox Thor arm - \$350 in excel condition - 216-486-9075

Husky SEM CDI's - New NOS 83-85 4-stroke # 16 15 709-01 \$100, 2ea 2-stroke ig's #16 14 816-01, 81-82 WR SEM CDI used - \$50 call 216-486-9075

NOS Husky cables - 3ea 8-speed #15 15 302-01, RT front brake cable w/ switch #15 15 010-01 - \$30 ea + ship call 216-486-9075

engine for a 1981 430 CR. I think the engine has a good top end and a good crank, but the ignition is missing and the gearbox is bad, wont shift. Case looks excellent, though. Serial number is 2086 1319. I would be happy to sell the entire engine for \$200 obo plus shipping if you are interested. email or call if you would like more info, Jeff Craddock 562 865 0402 jcc@znet.com

The following items can be found at Hall's Husqvarna in stock!

K/S Return Spring 122543701 73-81 250UP, 73-86 125

Chain Slider 151090601 81-84 All Models

Rod Kit 161990201 82-88 250-430

Intake boot 161530201 85-88 250-430

Rod Kit ER-50632 88-89 Cagiva, 90 Husky 250's

Rod Kit ER-7683125 76-86 125 Husqvarna

Piston Kit 1614 54901 84 250CR

Piston Kit 1614 549-01 84 250CR

Piston Kit 1614 487-01 500 Air & Water Cooled

Piston Kit 1614 487-02 500 Air & Water Cooled

Piston Kit 1614 487-03 500 Air & Water Cooled

Clutch Shoes 1614 241-01 84-86 500, 87 430 Auto's

Ignition Cover 1611 571-01 78-82 All Models

Air Box Boot 1514 155-01 83-84 250

Piston Kit 1610 829-01 MJ 250

Piston Kit 1610 829-02 MJ 250

SEM Coil 1614 816-01

Silencer-SA 1514 626-01 NEW!!!

Cylinder 1614 449-01 86-87 500 Water Cooled

Carburetor 1613 90101 Bing Side Bowl NEW!!!

Hall's Husqvarna , 3801 N. Dirksen Parkway , Springfield, IL 62707 , (217)-789-0107 phone , (217)-789-7408 fax

Husqvarna Gasket Sets - 66 -71 4 speed gasket sets with all gaskets, early 250 (66-68), late 250(69-71) 6 port, 360 all, 400 all - \$25 each , Clutch, throttle, brake cables - in grey like oem - \$15 call Clyde Williams at 619-583-2227, volume discounts happen every day

1985 Husqvarna 500cc two stroke Head gaskets for sale, \$8.00 a piece. Brand new brembo front brake pads to fit 1988 husky 510 four stroke, \$45. 510 Oil filters \$7.00 each, also 510 valve cover gaskets, \$3.00 each. Parting out 1976 250 WR and 1978 390 OR, call or E with needs! Wanted to buy, or trade for Husqvarna 500cc Auto trans,motorcycle, reasonable in South NJ area! call (856)785-1107 or wideglide80@webtv.net

I have a brand new coil for sale for husqvarna wr 250 and I don't know what other models, I just got it but it turn out that I don't need it and since it is an electrical part the won't take it back, It was made by SEM in SWEDEN like the original. Just make me an offer and it's yours!! Thank you very much. E-mail me for pictures or any question carlosf_42@hotmail.com

NOS Mahle Husqvarna piston kits for sale includes wristpin and clips: Piston pt # 16-10-376.02 (69.68mm) fits 1974-1984 250 WRS \$100. Piston pt# 16-11-266.02 (64.94mm) fits 175 XC/WR first over \$100.Piston pt#16-16-357.02 (69.69mm) later 250cc , half moon cutout. \$110. Piston pt. # 16-16-357.03 second over '69.94mm) later 250cc \$110. Piston pt. #16-14-549.02 (69.69mm) .s 1984 250 CR second over \$116. Thanks! Happy Huskys!!!

BILLwideglide80@webtv.net

82 Husky 250WR call john Schultz in Amesterdam, OH at 740-543-4272 asking \$800, supposed to be nice

Husqvarna Owners Manuals, Parts Manuals, Shop Manuals, Engine Manuals, Ohlin Shock Rebuild Manuals, Automatic Engine Manuals, most Huskys for years 1939-1989. Color copies of sales lit for many years of Husqvarna also! Please call for availability and prices.Call Craig Comontofski at **304-267-6471** - 8am-10pm EST or e-mail husky@intrepid.net

Please call when I am in as I will not be able to return search calls. These are copies, I do have some originals to trade as well.

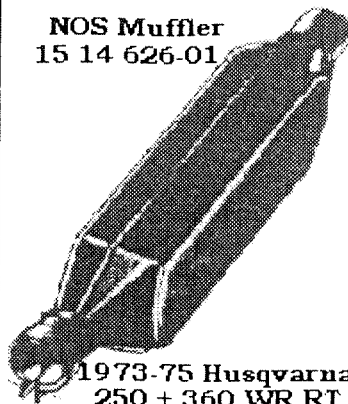
H Husqvarna

Husqvarna Banners for your Shop or Garage!

These banners are 2' by 6' and are constructed of an outdoor quality vinyl. The logo and lettering is silkscreened onto the vinyl, this is not stick on lettering! All four sides are hemmed and double stitched and there is a heavy grommet in each corner to allow you to bungee cord fasten this banner in place. The lettering/logo are white, the background is royal blue. There are also nylon cords sew in to allow you tie into place. **Hang one in your garage! Take one to the races and display Husqvarna!** Club price is \$30 plus \$3.20 to ship = \$33.20. (Retail is \$35) There is a limited quantity of these so don't delay - 304-267-6471 or husky@intrepid.net

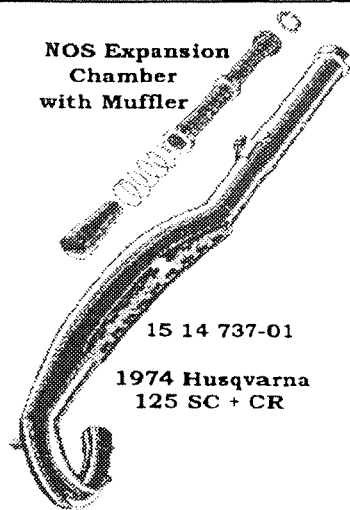
Check out **VMX** for Mid Atlantic AHRMA mx and trials schedule vintagemx.com

NOS Muffler
15 14 626-01



1973-75 Husqvarna
250 + 360 WR RT

NOS Expansion Chamber with Muffler



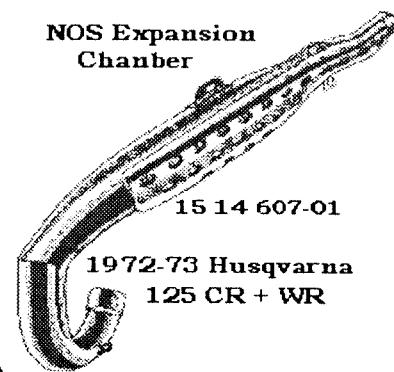
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1974 Husqvarna
125 SC + CR

NOS exhaust system Husky parts for sale. 72-73 expansion chambers - \$140+\$15 ship. 74 expansion chamber/silencer - \$160 + \$15 ship. Mufflers for 1973-75 250/360 RT's - \$? +\$10 ship .

Call Craig at 304-267-6471 or e-mail at husky@intrepid.net These are brand new old stock ! Limited quantity! If you are planning to restore any of these models , you should consider putting one of these away.

NOS Expansion Chamber



15 14 607-01

1972-73 Husqvarna
125 CR + WR

1974 250 Mag, race ready+restored, excellent cond \$1800, 1973 125WR race ready, restored \$1400 - new paint, piston, bearings, tires, fenders, on both bikes, OEM Husky shop tools, gasket sets, workshop manuals, parts books, large Husky sign, cables, VDO speedos and other misc - \$750 for all. Also large stock of used 125-250-360-parts after 5pm call Tom Boyd 517-349-0326

Parting out 77 250 cr, 38 390 auto, 85 xc250, 87 wr430, 88 125 runs good, good parts call Jeff in CT at 860-582-8509

Garage full of NOS and used Husky bikes and parts, call Thomas Adkins in Burleson, TX at 817-295-5313

Early Husky Parts - for 250 4 speed, all are brand new , 1st over piston - \$150, 2nd over piston \$150, layshaft with 14tooth gear - \$75, shift fork - \$40, all prices include shipping, please call John at 520-714-9610

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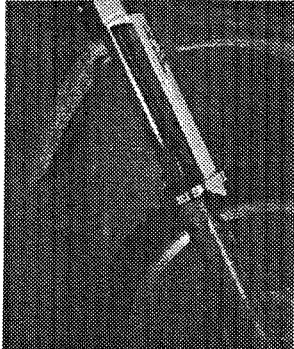
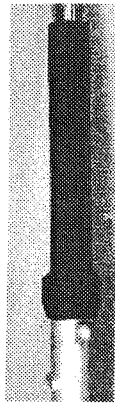
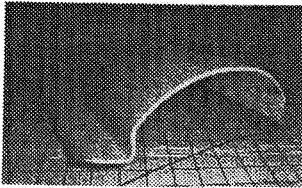
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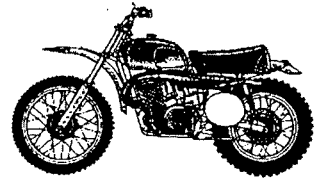
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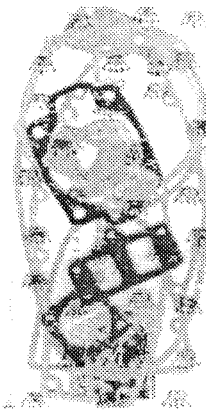
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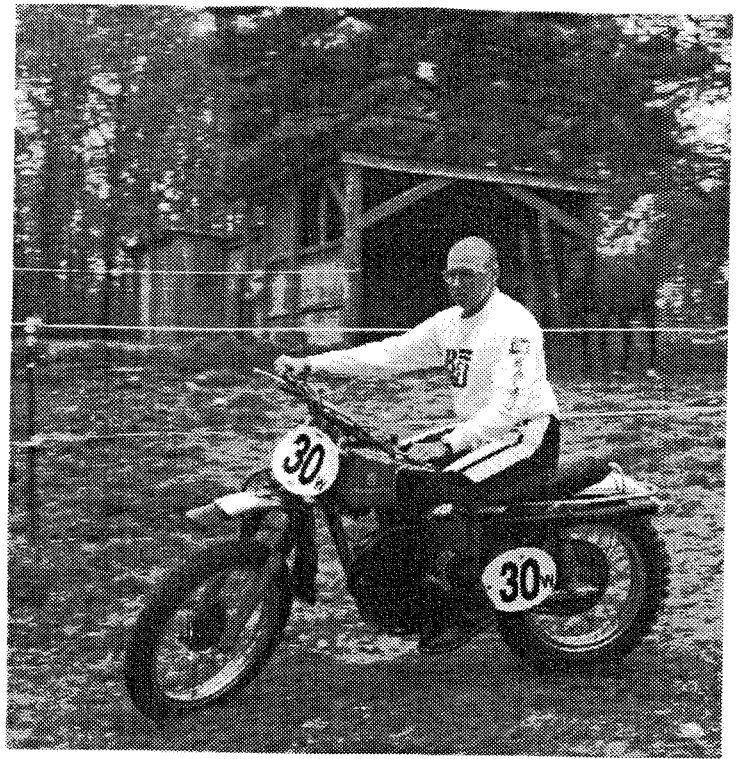


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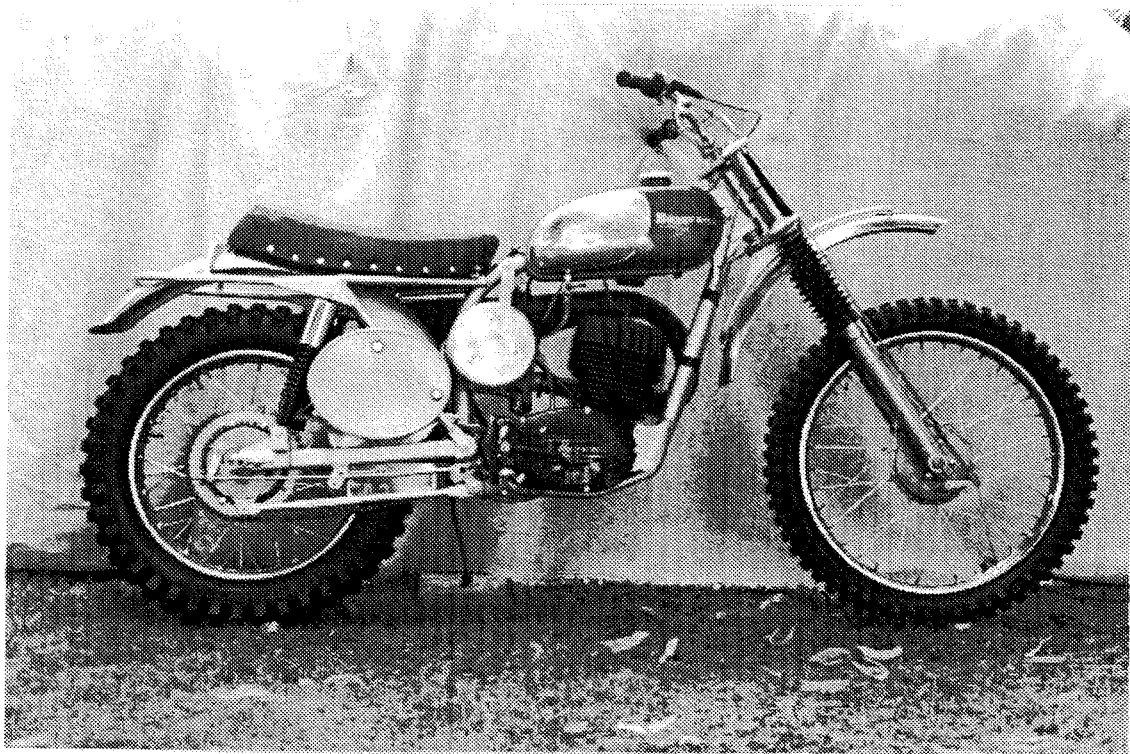
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David Brown from Junction City Kansas competed the 1999 season on his 67 bolt together Husky with very limited time off from his job. He did however win 1st in Classic 250 GP series - Nov, 3rd place in Classic 250 mx Nov, 1st in the Midwest series 250Classic - Nov, and on a Greeves he won second in the Trials series. Congratulation David!! Great work !



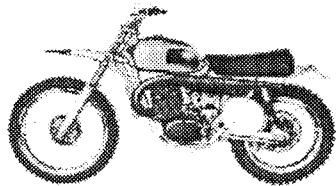
Here is Dave putt-puttin for the camera at home above and at speed at left on his 250 Classic Husky! Thanks to Dave's wife for the photos. Thanks to Dennis, his dad, for getting David going with this Husky Hobby.

Alberto Barsotti has found a rare 66 Husky 360 in Italy and has sent photos of this bike. An Italian Magazine, "Legend Bike", just ran a great article on Alberto and his 66 250 Husky. Alberto lives in Montevachi AR, Italy.



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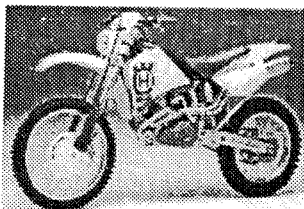
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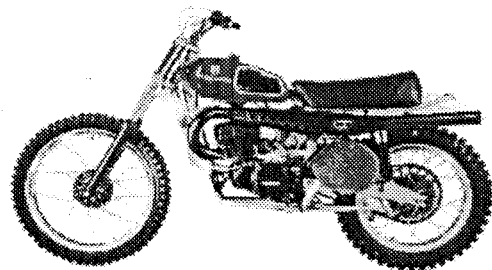
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