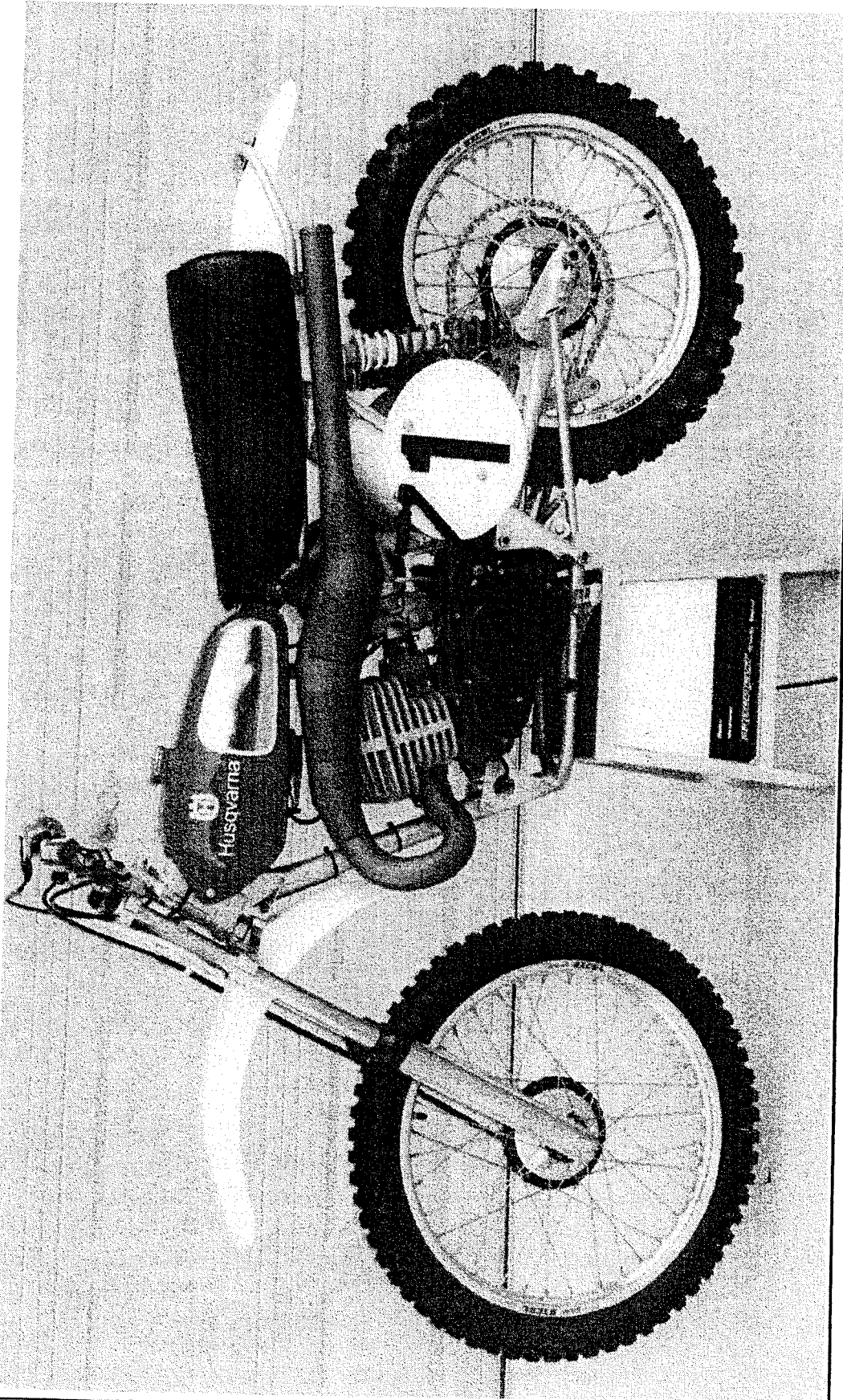


Husqvarna Report

motorcycle club

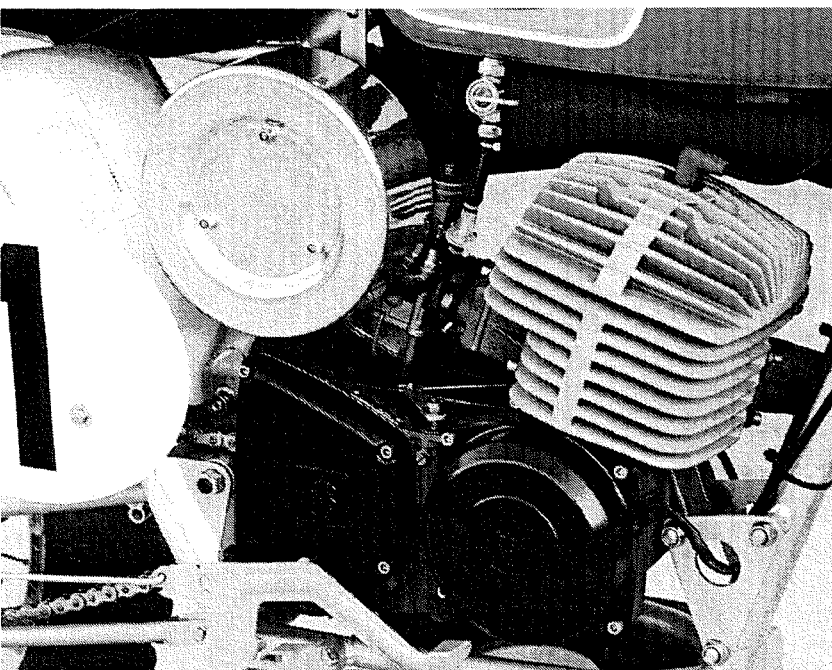
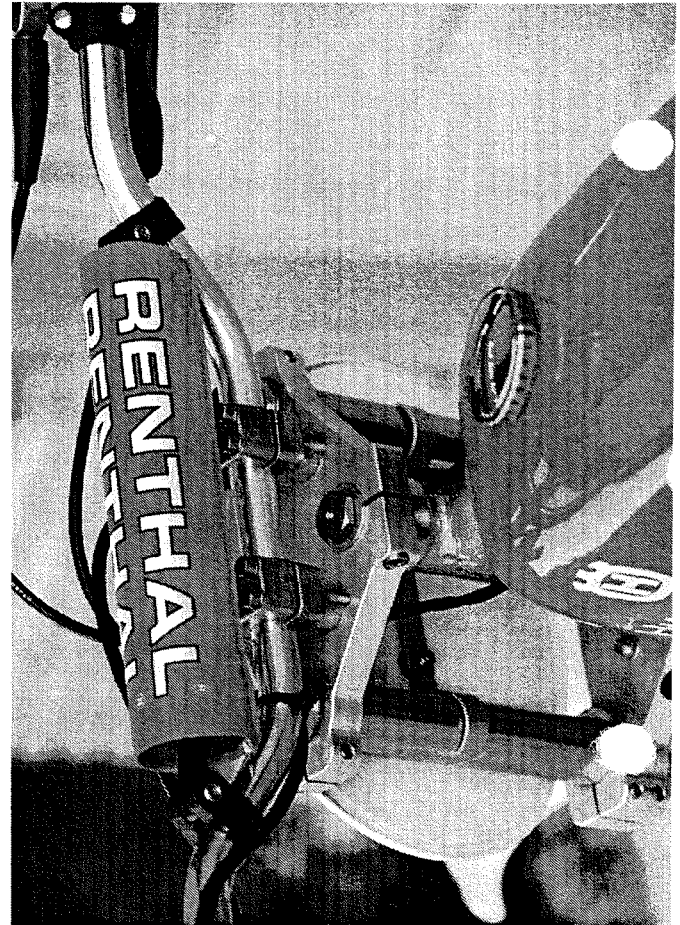
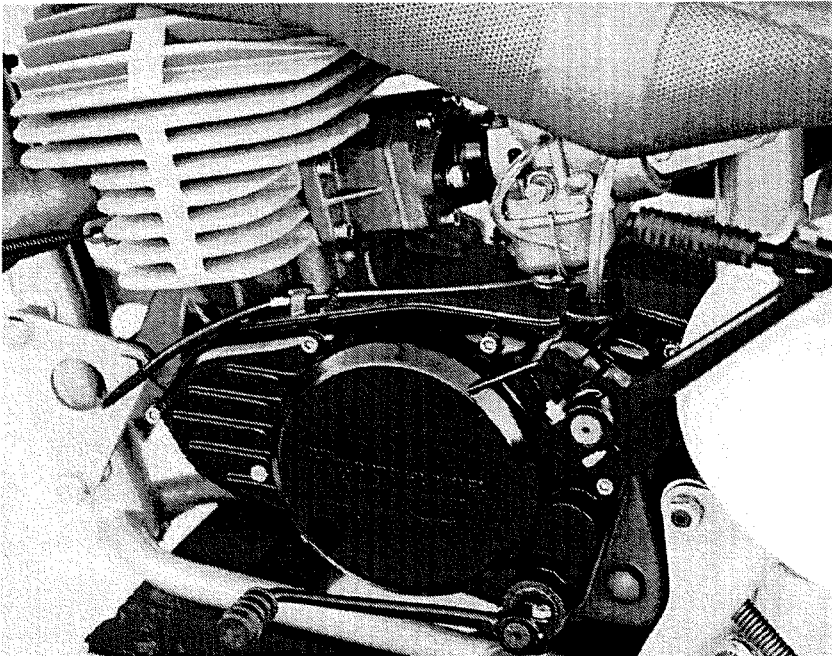
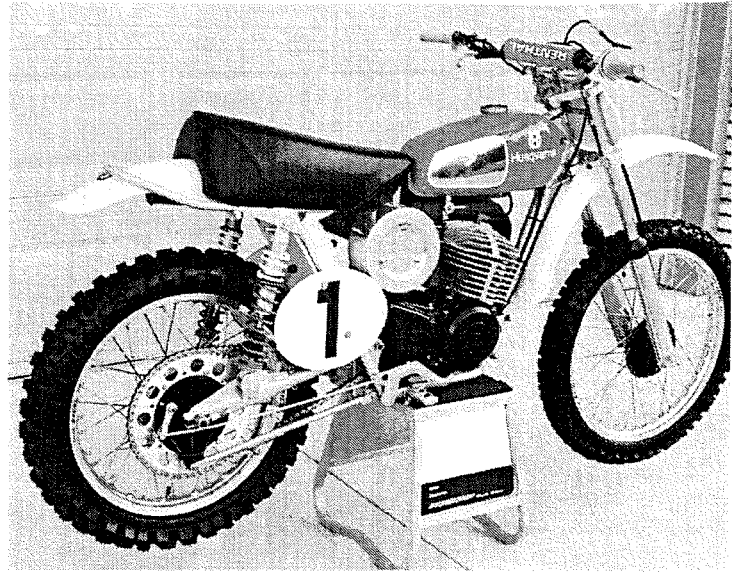
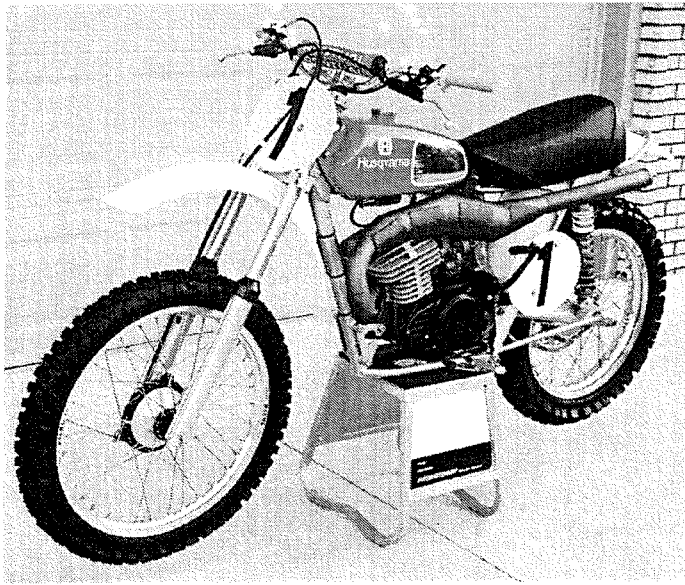
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Extreme Mag 250 Husqvarna




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You too Can build this bike for just Pennies a Day**

In This Issue: Paint Code for Husky Maroon, Side Panel Patterns for 1980 250 WR, Mudie's Magnificent Mag, Megaclassifieds #21

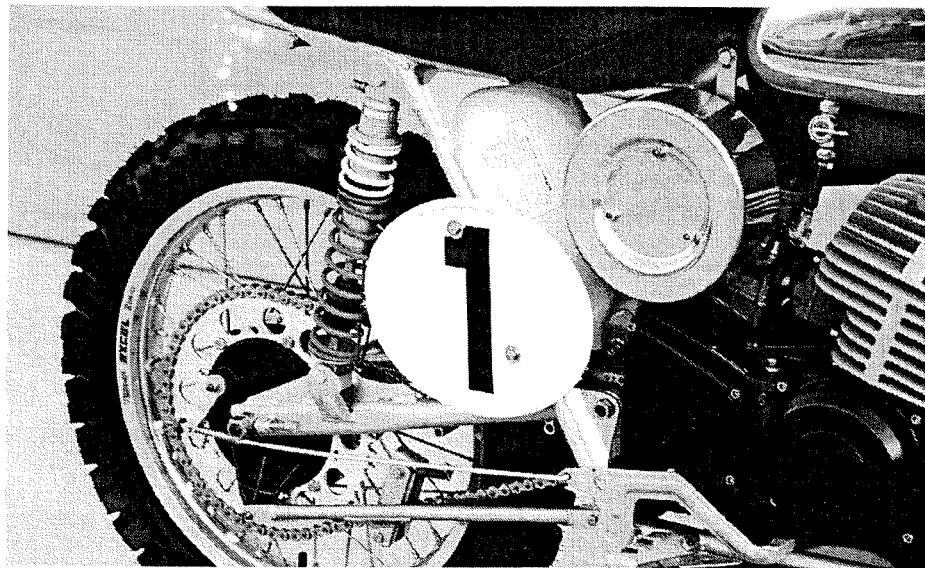


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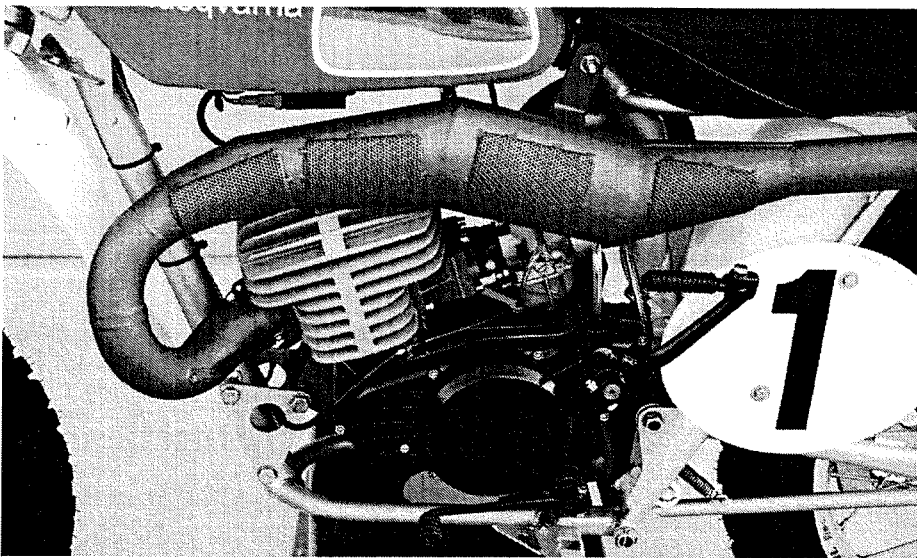


17W445 E. Manor Lane
Villa Park, IL. 60181

Joe Fredrickson
Ph. (630) 833-4406
Fax (630) 833-4605



Spokes and Nipples. The front and rear brake hubs were machined lightened by John LeFevre at Vintage Husky. John also did the engine rebuild and painting of the gas tank. John did a wonderful job! Prior to paint all parts were sand or bead blasted. Once parts were washed and dried, they were primed and painted with color. We use PPG DU Urethane and Concept Clear. This is just a personal preference. I am sure the base coat clear coat work's just as well. I just like the two part system, as we have been using it for years. The frame was painted PPG Aluminum. The mix was DMC Carbon Black 902 9.1 and DMC 981 Aluminum 983.8. Product code for the Aluminum is DCC35529. I am not saying this is the correct color; this is the color I like for this particular bike. Triple Clamps came from Tom Heger. These are beautiful pieces!. Seat foam and cover came from Vintage Iron and the seat base and seat brackets were purchased from Tom Boyd. The seat base is a Summers plastic base. Tom machined and highly buffed the seat brackets. The cylinder head is from a 75 Mag and the pipe is from Magnum. Bing International rebuilt the Bing Carb and made it look better than new. All levers and controls are by Magura, with the throttle being a Gunnar Gasser Replica by Motion Pro. All cables are by Terrycable. Handlebar is a Renthal with a Honda 250 CR low bend profile, with Renthal Gray soft compound grips. Sprockets are from Sprocket Specialities as is the Gold DID Chain. Fenders, number plates, aluminum airbox, wheel hubs, came from Vintage Husky. All other parts such as NOS fasteners, backing plates and hard to find parts came from Richard Anderson of Granite City, Illinois. The engine cases and pipe were painted VHT Cast Gray. The transmission and late model ignition cover were painted Plastic Kote 205 low sheen black. The same color black was used on the hubs and backing plates as well.



Eastwood "CAD" paint was used on the front fork tubes and airbox bell. Dullop Sports tires were used on the bike. A 410 up front and a 737 on the rear. Front rim is 21" and the rear is a 19". I decided to put on a late model transmission cover from a 75 Mag as the one on it was cracked and welded. This cover and various parts for the bike came from Hall's Husqvarna in Illinois. The bike took about two years to restore, (remember this is not a stock restoration), this is just how we wanted to build the bike. "Something old, Something new", so to speak. This bike could of been completed in half the time but I do own L&J Hobbies and that in itself is a sixty hour work week. Well that is about it. This bike is very expensive. It would take &6,000 to buy it and if you want to know the truth, I don't think I would be making any money on it, even at that price. I almost forgot. The bike has Works Performance steel bodied shocks. Thanks Larry Mudie, Portage MI, 616-323-1010 or e-mail lmudie8166@aol.com

Larry Mudie's 250 Mag

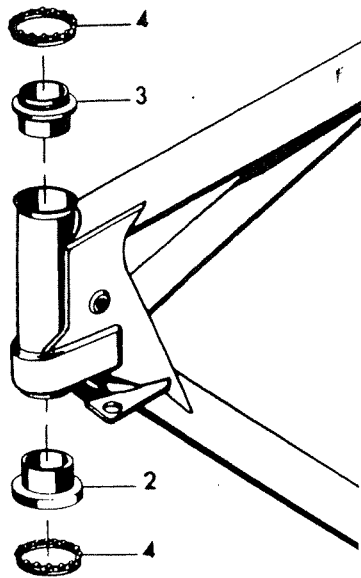
I purchased the bike through the AHRMA classifieds. I won't bore you how I thought the bike was misrepresented, etc. That is another story in itself. The bike arrived to our shop July 1998. After looking over the bike and taking photo's, I decided on a little different approach on restoring this particular Husky. This is my thirty third Husky since 1969, most of them were raced or trail ridden only. A handful of those were restored back to stock condition. I have only owned one Husky Mag previously and I always liked the clean and simple lines of that particular model. The Mag was a start of a new era in Motocross, Magnesium Cases, forward mounted shocks, slim light weight design, high pipe, etc. After building and restoring bikes for almost forty years, this bike was going to be one of the best restored Husky's around. Restored to my way of doing it, not necessary the bone stock restoration of an original Husky The restoration started in fall of 98. The bike was completely disassembled to the bare frame. All parts were laid out on an 8 foot banquet table. Again, pictures were taken and all parts were documented. Any junk or non stock parts were thrown out and replaced with NOS or high quality after market parts. All fasteners have been replaced with NOS or stainless. The stock Akront rims were replaced with Excel rims and Buchanan Stainless Steel

Editor's Note - Larry this is a fantastic Husky, I like the look of the pipe and the attention to detail. Also I would like to compliment on your photos! Excellent job...bright overcast day, no shadows, good contrast with white backdrop.

#21 Readers Write

Husky Steering Head Bearing Races From Hell

radar - JLouisraaf@aol.com , StLouis, MO



OK, this is how it goes. getting out that stuck remaining steering race. First you must atone for your sins. For example, I put a bowl of home made soup (comprised of celery, green peppers, onions, garlic, red and green chili peppers, tofu, whole eggs, parsley, spinach leaves, red pepper, chili pepper, dill weed, and a table spoon of sesame oil) in the microwave and ended up heating it 3 times because it keeps getting cold while I am toiling over the stubborn Swede. While the soup is in the wave, I stand over the Husky and pray. I thank the Lord for the meal that I will eventually

receive and mostly pray for his help in getting out the race. Also, I ask St. Michael for his help. Since he is the patriarchal saint for police officers, I thought if he would help a cop, he would help a Husky rider. Now that Divine intervention is at hand, I grab a 64 oz. hammer (BMFH) and set it in position near the bike. I then set up a 22mm 1/2 drive socket on a 10 inch extension and strategically place that near the hammer.

Oh, I forgot, the race has been soaking all night in penetrating oil. I sprayed it down the night before I went to bed. I mean right before. I'm building this bike in my room. Oh the life of a bachelor in an apartment dwelling. [More tips to come on a later date on how to work on your cycle in your apartment and go undetected.] Now this penetrating oil is the bomb! I mean this stuff makes "Liquid Wrench" look like "Crazy Glue." It is called "Sahara High Strength Penetrating Oil," a product of, Sahara Oil Company of America - 3516 Greenwood - St. Louis, MO 63143 telephone: (314)781-4002. The product sprays out a dirty nasty gray. It scares you right off the bat. None of this pretty clean look of ole Liquid W. or any other similar product.

OK, back to the surgery. With "implements of destruction" in place, (I just had to borrow that line from Arlo. I always liked that phrase.)...yes, with implements of destruction in place, I grab Mr. Propane torch and fire that puppy up. I heat the race up until the cows come home. You know that it's hot when the paint starts to bubble on the frame near the rear shocks. Just kidding. The paint will bubble on the steering head and also you will see the Sahara penetrating oil start to ooze. Then, as it's bubbling and oozing it will naturally begin to smoke. Since this was the first procedure and a learning experience, next time I will disconnect the smoke alarm and open the windows for adequate and proper ventilation. Whoopee! Fresh air is good. Anyway, you get that sucker hot concentrating the flame on just the race inside and outer portions. After you have seen that it has bubbled to perfection, you terminate the flame, pick up your implements of destruction and insert the 22mm socket and

extension into the opposing end of the tube and begin to beat it like there's no tomorrow. The 22mm socket clears the machined inner raise of the steering tube and neatly attacks the race. Surprisingly enough, that sucker comes out of there in about 3 good whacks. Mission accomplished! If you are a single bach as myself there should be no repercussions when the hot race flies out hits the deck and immediately begins to burn the rug. If you are doing this procedured barefooted, be extra careful.

Bultaco Chain Gang

"Torsten" <torsten@cell2000.net> , Darryl Alcorn

Hi Craig, I just received my hat and I just wanted to tell you that I love it. The embroidery work is top quality. I have a question about my MK model CR 400. The right side main bearing is loose in the case, due to a previous owner knocking it out instead of heating the case. I tried red locktight bearing and stud adhesive which worked for a couple of races but then it loosened again. Do you have any suggestions on how I can fix this problem. If you know of any solutions please e-mail me.

Also I have a Husky **tech tip**;

I discovered that the rubber chain guide from a Bultaco will bolt onto the Husky. All that is needed are two longer bolts. the chain is now surrounded by rubber at the guide and runs a lot quieter. The rubber guide part can be ordered from Hugh's Bultaco or Mobley's Bultaco parts for around \$20. The part # is 120.16-014 Thanks Darryl Alcorn

Ed note: I know the problem of enlarged bearing mount holes, but I have simply used better cases. I will ask Forest Stahl to address this.

1999-2000 Performance Modifications



Hello Husky Club,

I have been trying to send this tech info, but the snow keeps coming and repairing the plows keeps me very busy. I work for Rockwell COLLINS in Cedar Rapids Ia. The motorcycle repair is part time/hobby.

Feel free to edit this because my typing skills are sad, nor did I excel in English. I'm going to List bolt on mods first any technical questions about porting, will have to be addressed to Dan. He can be reached at [319- 851- 4345] evenings Dan does it part time also. And it can be very difficult to catch him but well worth the hassle. All the jetting is based for 1000'-1500' above sea level, and hot humid Iowa summers. **1999-2000 CR/WR 125** in stock trim {stock pipe ect.} The pilot jet is to rich stock {35} put a 30 in and reset the

air screw adjustment you should also be able to increase the main jet size. This is also true for the 250's. leave the needle in stock setting {3} position. The 125 really needs an after market pipe I'm running the **Pro-circuit**, but FmF has a fatty pipe now but I've yet to run one. They do work well on the jap bikes, so they should work on the Husky. Once you put on the new pipe now you need to do some jetting. Leave the smaller pilot in and you should be able to go to the 4th position on the needle and the main jet will be between 430-460. The pipe really wakes up the mid-top end power.

If after you make the pipe swap the bike makes a popping sound when you hold it wide open no matter what main jet you have. you need to advance the timing. Fast by Ferracci says to center the forward timing hole slot on the forward mounting bolt. Normally you won't have to do this until you change the porting, but it can drive you crazy trying to get the jetting right. I know first hand I'm really good at swapping the main jet now. For more mid-top end you can install a Delta V-force reed valve, but it's actually for a Honda 1987-1997 cr125 part # DVMO1. and it needs a minor mod to fit right, on the side of the reed cage g that says Delta V-force. It's too thick to allow the cage to line up with the bolt holes, I milled the clearance needed. But it could be filed, ground, ect it's cosmetic only and simple to do.

Well worth the time and money performance wise, Jetting shouldn't change much if any. To save some weight and make it rev quicker you can install a set of Barnett HP-45-16C plates once again there from a Honda. Their aluminum drive plates that are cyro treated. There slightly thicker which makes the spring pressure higher, and they reduce 5oz 5grams over stock. I run 3 and 3 because there wasn't enough flywheel effect for Hare scrambles/trail riding. I've ridden a 125 with a pro-circuit pipe, v-force reeds and the Fast by Ferracci porting and stock compression, very impressive mid and good top end. This bike is ridden by a very fast 14yr old in the school boy class and the competition can't hang with it. Also it was ridden in the c class hare scramble by a different fellow won the overall. My bike same year 2000 cr125 is faster {not with me on it} it has the Pro-circuit pipe, v-force reeds, but Dan matched the cases to the cylinder ports then ported it and milled the head for more compression. Dan was very conservative when he ported it and he claims that there's more ponies to be had. Both bikes are very user friendly no weird hit just a strong wide power band. I highly recommend having the cases matched to the cylinder ports. Not knowing much about porting I could see how much they were mismatched. That's all I know now but I plan to test some pipes and settings on the dyno this winter so I'll let you know what I find out.

"BRIAN FOWLER" <fowlbike@hotmail.com>

36 BING Bang BaBoom!!!!!!

Read and Understand this - You will be tested later!!!

"Dave Hopkins" <dhopkins@ricochet.net>

Hi Craig, we emailed once before, I was a Husky rider from '69 thru '93 and a Dealer in the mid '70's, #1 in the country in 75-77 which included an annual trip to the factory and much

product brainstorming. I was looking at your article on the '67, 360 and noted your comment on the 36 Bing. That is a pretty big carb for the very mild ports of the '67 cylinder but can work OK. The problems with that carb are;

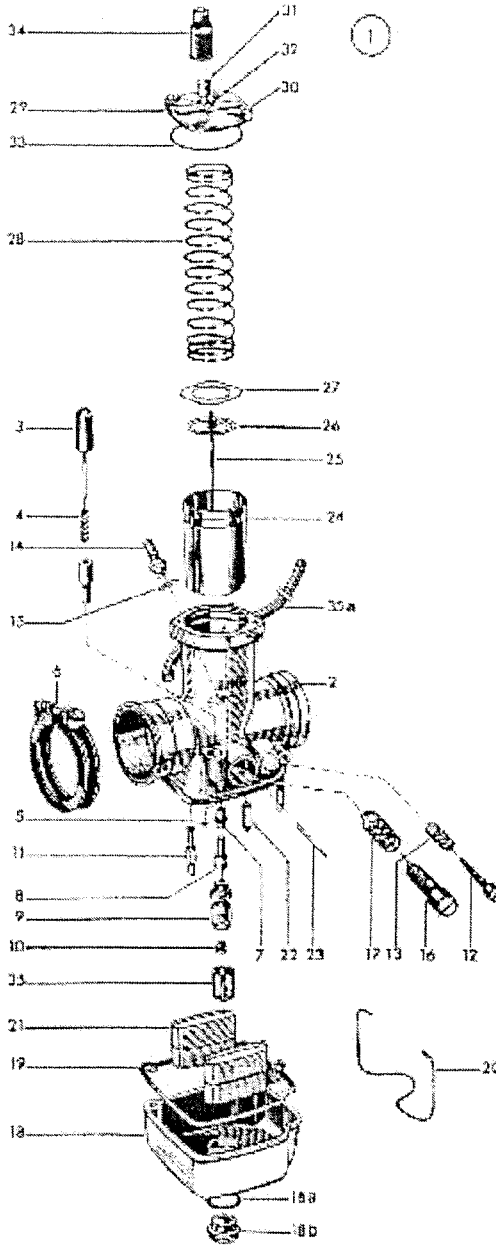
- 1) The float level is always way to high
 - 2) The Needle jet is way too big!
- The float level affects every thing from idle to wide open!!!!!!

The Pilot jet effects starting!!!! and idl. The Needle Jet almost solely effect 1/4 to 1/3rds or 1/2 (more later) throttle and has an effect up to 3/4

The Jet Needle effects 1/3 or 1/2 to 3/4

The Clip determines where this 1/3 or 1/2 transition is

The main jet has a miniscule effect everywhere but primarily effects full throttle.



Rule number 1. When rich down low, that tendency will follow up thru the ranges and make you think it is rich on the main!!

Rule number 2. Most riders (including your combo) are too lean on the upper ranges to compensate for the above.

Rule 3. Most Husky's prior to '76 have a leaky seal on the left side of the crank! If you jet it lean enough to live with a seal leak you will seize it up under a long full throttle run down a road or in soft sand, long hill etc.

Step 1. take the transmission vent hose that goes to the chain guard and run it into a clear glass of water! Rev the engine, if it blows bubbles do not mess with the jets, take the engine apart, take the left side seal to your friendly yamaha dealer and beg to go thru his seals. The stock seal has 3 numbers, I am working from memory but 42 x 24 x 7 sticks in my memory. those are outside, inside, thickness. The yamaha seal is the same out, & in but 6.5 think! You gotta have this to run good!

5

Next Float Level/Float drop! If you have a lot of stuff look at the later Bing carbs, if you can find one from '76 or later (common

on 125's but a few later 250 s & 360s had them) it has two fixes, one by me & one by Bing. I was at the factory in '75 and showed them how I fixed them to run as good as a Mikuni!

First if the later "donor" carb has a larger float needle with a rubber tip, you want it!! Cut the aluminum away until you get the brass seat out, put your carb body in a drill press vice (clamped front to rear) and drill the small seat out to the size of the later seat and epoxy the big seat in so it is flush!

If you get a later float it has my fix, 1st a cut away on the bottom at about a 15 degree angle to allow more float drop. 2nd a little pad where the tickler pushes it down. Does not sound like a big deal but with the early float if you set the float level right, it is out of reach of the tickler!!!!

If you can't find one of those floats just mail me one and I will modify it for you (no charge).

Now with the float able to drop more and the tickler able to push it lower you can set the float lower. The setting as I developed it starts with the thickness of the pad I build up where the tickler contacts it, I want to add about .060, I used to cut this piece from an old number plate.

Then with the carb upside down and blowing on the fuel hose I set it so just the last bit of tickler movement allows air to flow!

Once this is done I would find a 280 needle jet! They (1970 to 1975) came with a 285 which was horrible rich, a 283 is OK but forces you to run the clip in the top (leanest position) this is scary lean at $\frac{3}{4}$ throttle, may be OK until you find a fast stretch on soft sand, go full throttle, then back off & it can seize up, much better to get a 280 for a crisp $\frac{1}{4}$ and keep the needle up for a safe $\frac{3}{4}$

From there I would put in a 35 pilot and a 180 main.

On the pilot, the test is, get the bike warm, let it cool for 10 to 20 minutes, if it starts 1 kick your pilot is good, 3 kicks & its one size too lean, if you have tickle it, your 2 sizes too lean.

With all this stuff in order I doubt you will ever snivel about the main being too rich but a 175 may be in order.

Another option is just put on the late 125 carb, I think it is 32 mm? That is plenty for the mild port timing of the 67. It will run crisper, the choke is nice, but I do not have a clue as to jetting.

If you can not find a 280 needle jet, mike the shank of your needle, go to a chrome plating shop and have them nickel plate it! You want to hang around, let it soak, pull it out & measure it and continue until it increases .002 or .005mm, then use a 285 needle jet! The jet size is 2.85mm or 2.80mm so adding the difference to the needle will cure the wrong needle jet!

This done I dare you to detect a difference from a perfectly tuned Mikuni!

Good luck on finding that Yamaha seal, it fits up thru 75

and is vital to running good!

PS Good call on putting the 76 steering head bearings in it!

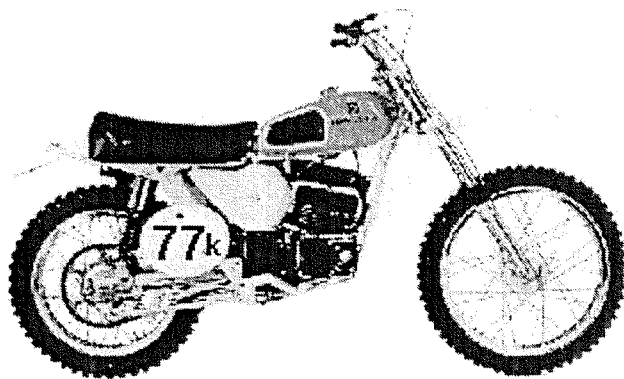
Dave Hopkins

Office 425-820-5151

Web - www.gstech.com/dhopkins/

Thompson Rules!

DUMBDOTDOG@aol.com



Huskys rule! If you don't believe it, go to AHRMA online and see who rapped-up the classic 125 novice Championship in both the Northwest and the Lumberjack Series. P.s. I hear he used a n.o.s. pipe that had been in storage in Italy for years. Happy Huskys, Nelson Thompson

My 74 125 SC is almost bone stock. The stock Amal carburetor has been tossed and replaced with a 32mm Bing which was standard on 74cr's. Everybody I've seen with Husky 125's run 30mm Mikuni's but I feel the Bing runs just as good if not better. Jetting is a 150 main, needle jet -2.73 with needle dropped to leanest notch, pilot jet #30, one turn out on air screw. I had to buy the nos cyl from John lefevre which is standard bore, no porting, late 74 style with reinforcement rib for cooling fins similar to 74 250 mag cyl. The forks are Stock Betors, shocks are stock Girlings with stock rear position swing arm, stock handlebars, throttle, levers. The bike is more than competitive in the Novice class but next year I'm racing intermediate and plan on replacing the External rotor motoplat with a later model internal rotor motoplat for quicker revving. I almost finished the NOS pipe which I got from you. If you have any questions about the bike, let me know.

Husky Combo Meals

supersize for just a little more work

Dear Husky Readers

I have chatted in the past about an early eighties AE500. I adopted yet another stray and would like your opinion. (If you have the time) I bought a 1982 Husky that was supposed to be a WR430. What I wanted to do was put that WR430 in my later model AE500 chassis. What I actually ended up with was this:

Frame No. XN14097 with a motor number 2087 1509 (I think this is a 1982 XC 430..same motor as a WR430 so I accomplished my original goal...I think) It has white forks with a double leading shoe front brake like are on my AE500. It has a

small white plastic tank. Gold colored ohlins with a white spring.

I also ended up with a surprise box of junk that included the following:

A motor looking like a 500 with the numbers 2094 1804. I think thats a 83 cr500. Maybe an 82 cr500. Possibly a XC?

A set of gold colored forks, A blue aluminum tank, a set of blue colored Ohlins like are on my AE500, A single leading shoe front brake.

It looks to me as if the guy really had a XC430 not a WR430 and blended with a later model CR or XC.

So here are the questions.

1) If that 2095 is really a 500, will the barrel from my AE500 work on that lower end? Are the Barrels from the 500cr and AE500 the same? If my task is easier than I thought, just put that CR lower end in my AE500 frame with the AE500 barrel.

2) Do the XC or CR forks, which look identical to my AE500's; have more travel and stiffer damping and springs than my AE? (I can only hope...that was my other issue with the AE)

3) Do the XC or CR shocks have a different travel and rate than the AE? If they did this would be a slam dunk for me. I want to stiffen both the front and the rear on that AE chassis and put a manual gear box in there as well. I have trouble on the jumps with the Auto...just can't quite get it right. Lots of brown shorts.

I'm trying to build a Hare Scrambles/ Sr MX/ age race bike from the best of these parts. What do you think?

Thanks in advance for any thoughts you might have in this matter.

Sincerely Walter Logan - "Why Me....Dog"<weimedog@prodigy.net>

Ed Note: this sounds like a great project . Can any member help Walter with this?


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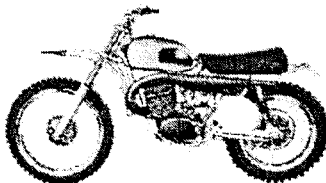
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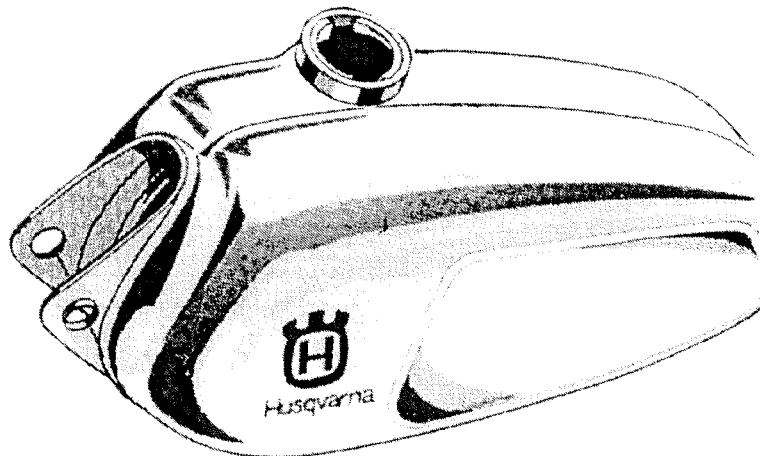
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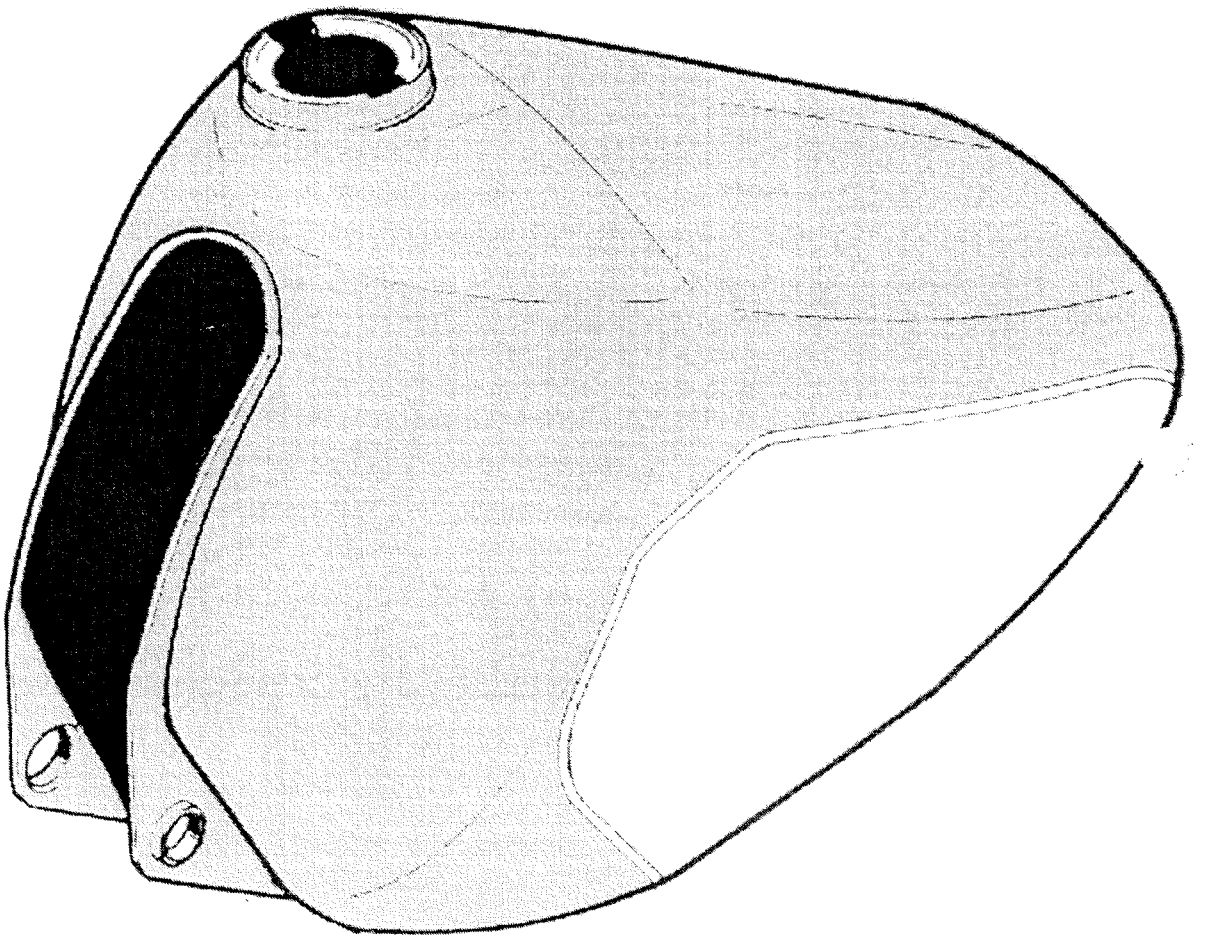
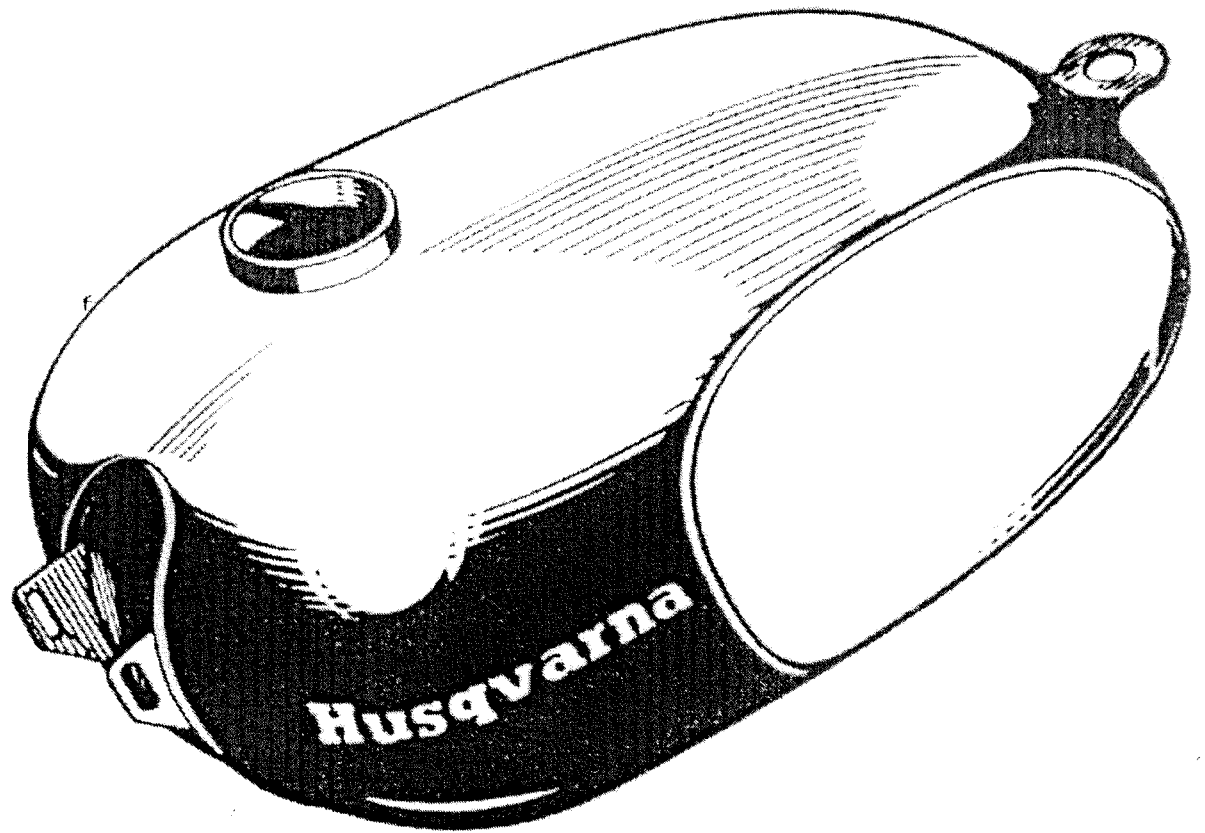
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Next Issue - Building Windchimes with NOS metal tanks !



Just kidding of course. Hopefully I can have some patterns for 81-82, patterns for 66-69, paint formulas for same eras. I can use some help on this. Please e-mail me at husky@intrepid.net

Paint Formula

for

Husqvarna Maroon

Used on 73 400 CR, 74 400 CR, 74 400 WR, 75 400 WR, 75 460 CR, 75 400 SC and others possibly.

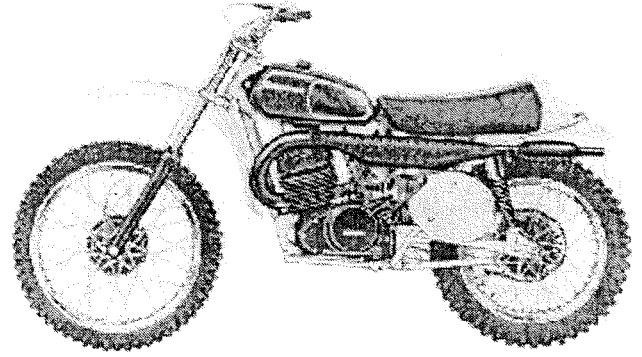
I was lucky enough to find and NOS 460 CR, NOS 73 400CR, and nice 74 400 CR tanks to base the following paint color research. This was scanned by local Dupont store using their ChromaColor scanner/computer.

This formula is based on :

General Motors Dark Red , 1995, Code: OF1, Alt:1

884J LS RED OXIDE	54.2
864J MAGENTA	93.6
805J JET BLACK	2.0
850J BRILLIANT RED	1.7
150K B/C BALANCER	278.7
5K BINDER	43.5
Total -----	427.7 grams

This is the weight formula for a pint can of Basecoat.

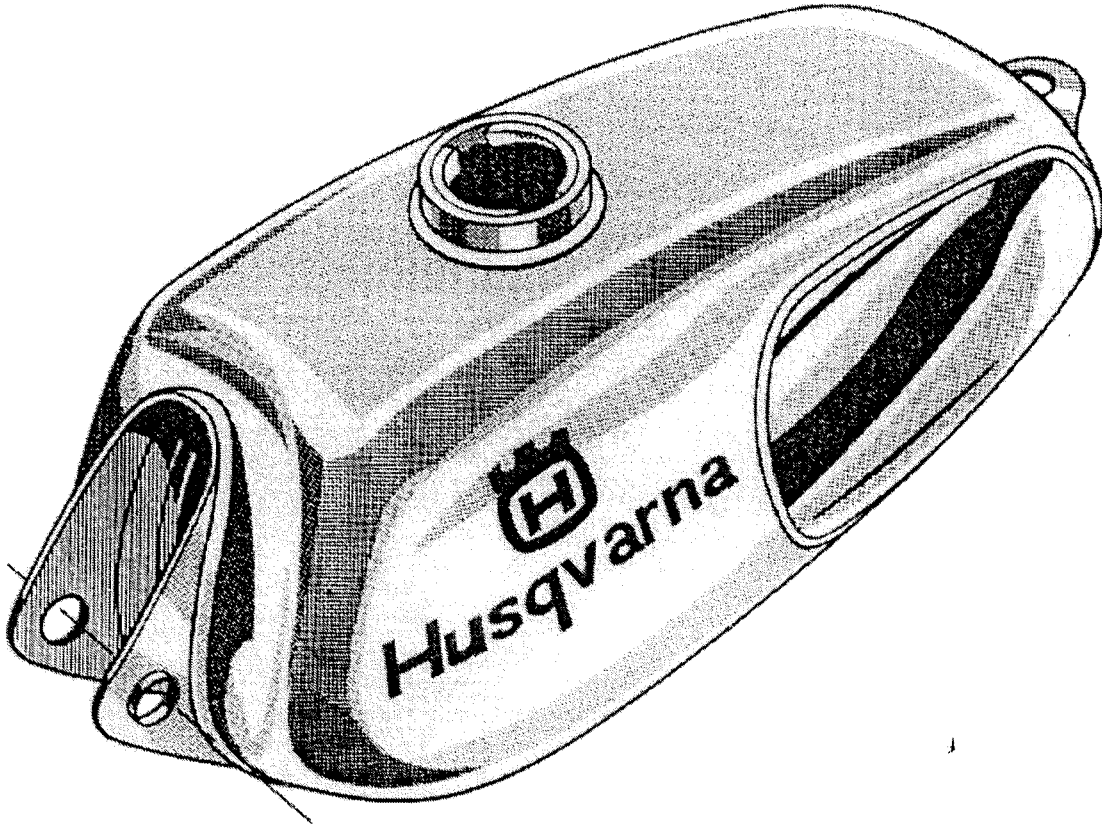


1973 Husqvarna 400 CR

This formula is only good for B/C Dupont paints, so please don't run down to your PPG or RM dealer and want this converted or mixed, or at least I don't think so. Let me know if you do and are successful.

The stated price for this pint of Dark Red Dupont Basecolor is **\$25.10**, but you still need activators, clearcoat , primers, thinners, convertors and such.

As I have stated in the past, it would be best to put the base coat color, Maroon or any other base coat, over a white primer or sealer, not gray, not light gray, not red, not green,white.



Steel Husqvarna Tank with a center cap, full collar, and rear bolt tab. This logo and font style began in 1974 after Husqvarna revised the company name in Juli of 73. 1974 was the last year for a thin black outline around each white letter. The only year the thin, black outline was also used around new "gunsite" logo. In 1975 and beyond the black outline was not used. This drawing is actually like 74 125 with dark, single color graphics .

Tank Chrome Panels

Please find within these pages:

the chrome panel patterns for 1980 Husky 250 WR.

This is a 3.1 gallon, red, steel tank, with no crossovers, rear hook, center cap, I have done a picture comparison with a 1980 390 ACC Auto 3.1 gallon, black, steel tank and a 1981 420 AXC Auto 2.1 gallon, black, aluminum tank and I find that the pattern is exact same for all three tanks.

It is interesting to note that after careful examination, it is fair to say that the patterns are close in alignment from right side to left side, but usually not the same. It appears the idea was to align with the bottom edge of the tank. It seems that one side or the other is off by a degree or so and even tho this doesn't sound like much, it is a noticeable difference! It is also obvious that the logo was put on at the same operation as the pinstripe and so the logo's position is always the same in reference with the pinstripe location.

Looking at the other decal photos, you can see a variation in the location of the "made in sweden" decal and a surprising difference in the "must be at idle before engage" decals. All of these graphics appear to be silk screened on rather than actual decals with the exception of the "made in sweden". It is a stick on, clear background, mylar type decal.

The "oil mix" decal, we looked at last newsletter, was not used after 1975.

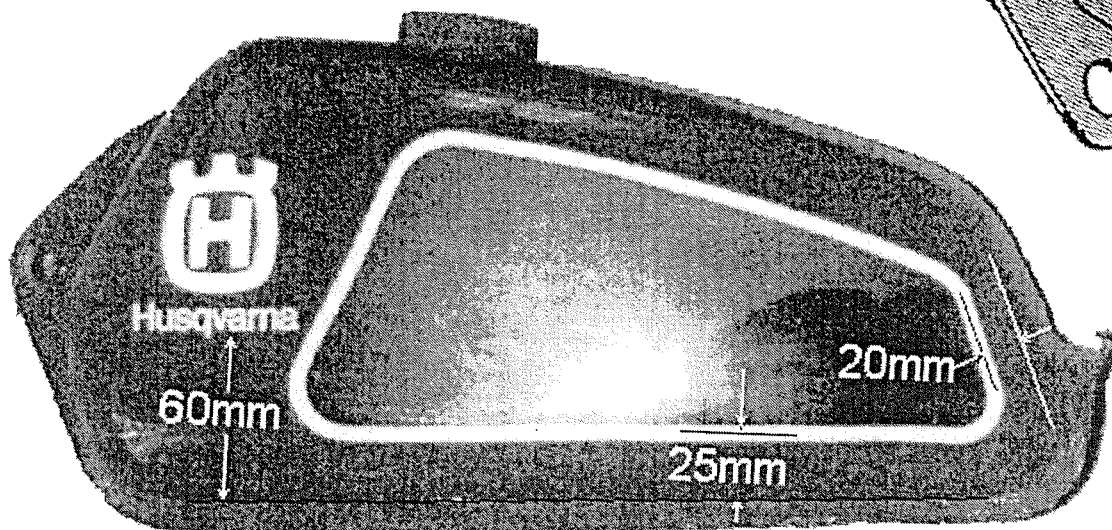
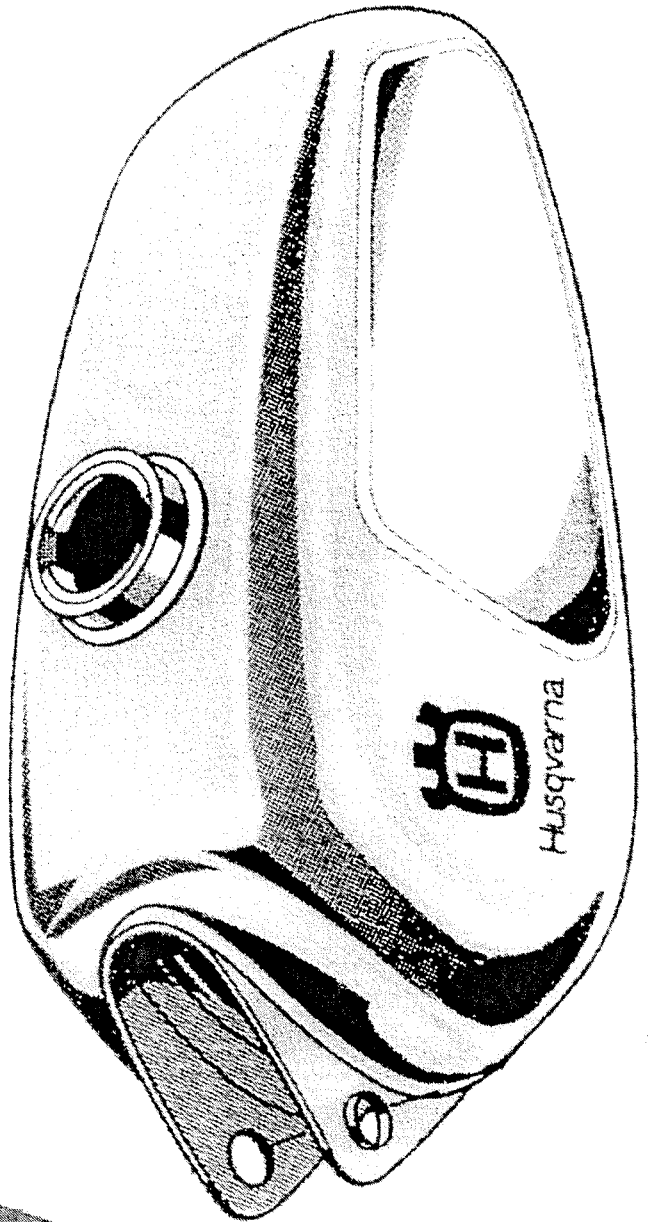
The 250WR tank is "Husky Red" that we had a formula for in Newsletter #3, the graphics are white.

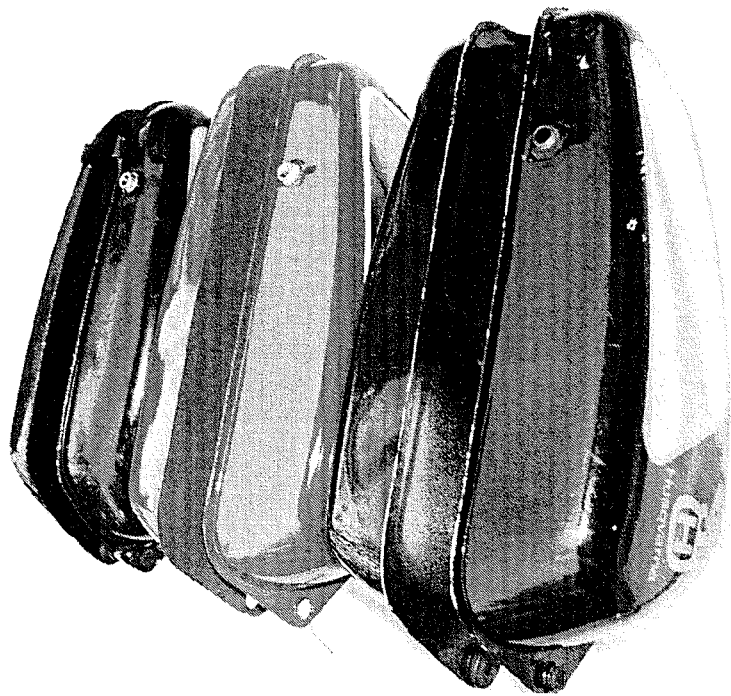
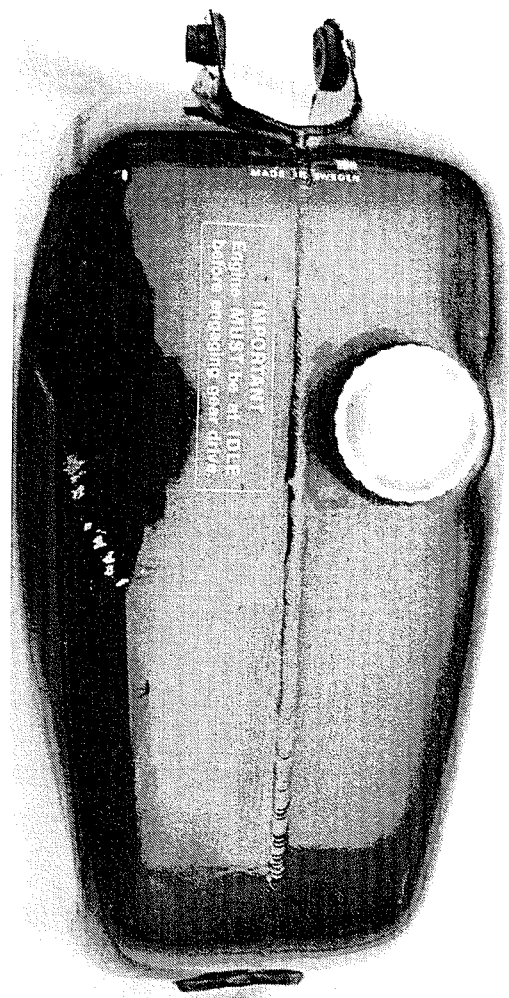
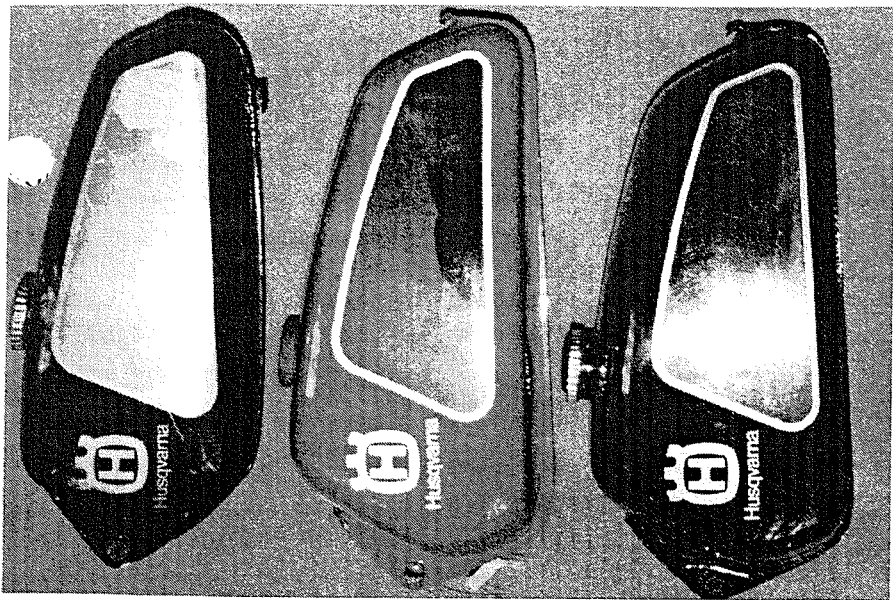
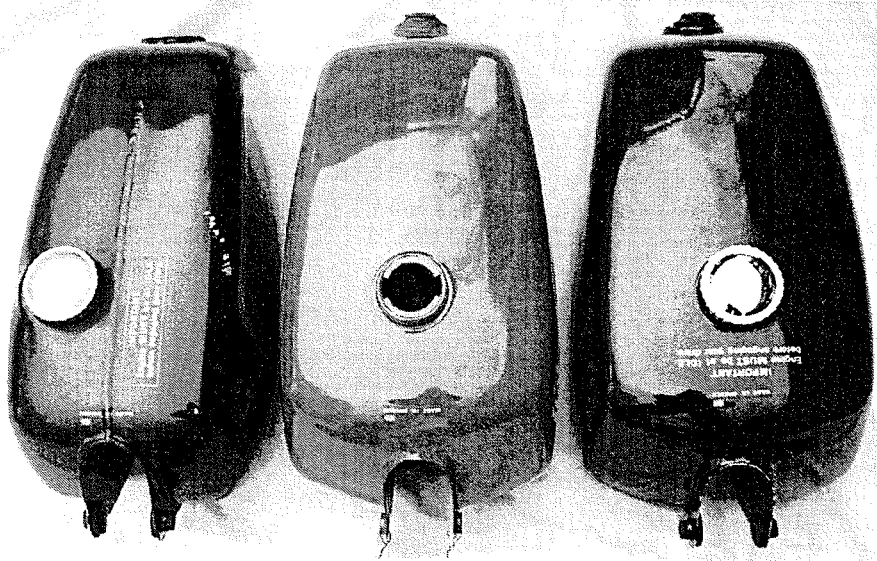
The Auto tanks are both black with gold graphics.

To position the patterns on your 1980 steel tank, you would align with bottom edge, 25mm (1") from bottom flat of the tank sheet metal (you can site down the flat bottom from the side and measure up 1"). The pattern is about 3/4" (20mm) from the rear flat area.

When using this pattern on the smaller, aluminum CR style tank, you can eyeball this pattern in, equidistant from top, rear and bottom. All three tanks were clearcoated fully over paint, graphics and chrome, except for the "made in sweden" decal. This was put on after all the paint as a stick-on.

Position of the word "Husqvarna" (under each side logo) - 60mm from tank bottom (not the extended welded edge) to the bottom of the lower case letters





'Sup Dude?

Craig Comontofski - husky@intrepid.net
new website - www.huskyclub.com

Hello Husky Club,

I have not really had a minute to sit down and put my thoughts down to share with you on where this club is going. It would be based on the fact that I don't know where I am going, but most likely it is just I don't know how to write intelligent, meaningful editorials.

First off, I would like to apologize to folks who have sent in pictures and wonder what ever happened to them. It seems I asked for them and then once you sent them to me nutin' ever happened..

My answer is yes this is true.

I do have some cool stuff to review from John Pavich, Al Wickstrand, Bill McNees, Curtis Jurrens, Christer Watz, as well as many I am remiss in mentioning, I do plan on using this material, honest.

Did you realize that AMA Motorcycle Hall of Fame has recently inducted several Husqvarna Heros - Gunnar Lindstrom, Torsten Hallman, and Mark Blackwell for the year 2000? Check them out at www.amadirectlink.com!

The www.huskyclub.com website is up and viewable. The intent is a web address that can be verbally exchanged and easily typed in, so that newcomers can find Husqvarna info without tedious searching.

I can use all the help I can get with articles for the newsletter as well as good black and white photos. Good black and white photos are very hard to come by and require extra thought when you are shooting items at a photo session.

My latest project is a 1967 250 AHRMA Classic 250 race bike. I have parts laying together, but not much progress. Maybe the weather needs to be colder.....

Thank you to all supporting this Husky hobby!

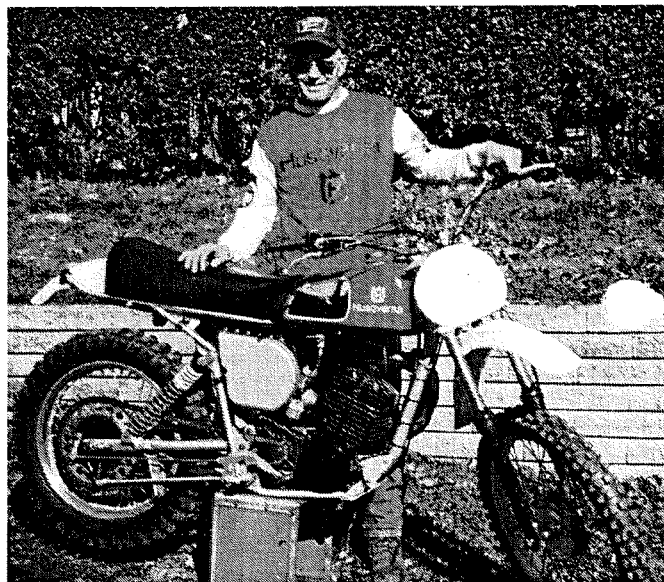
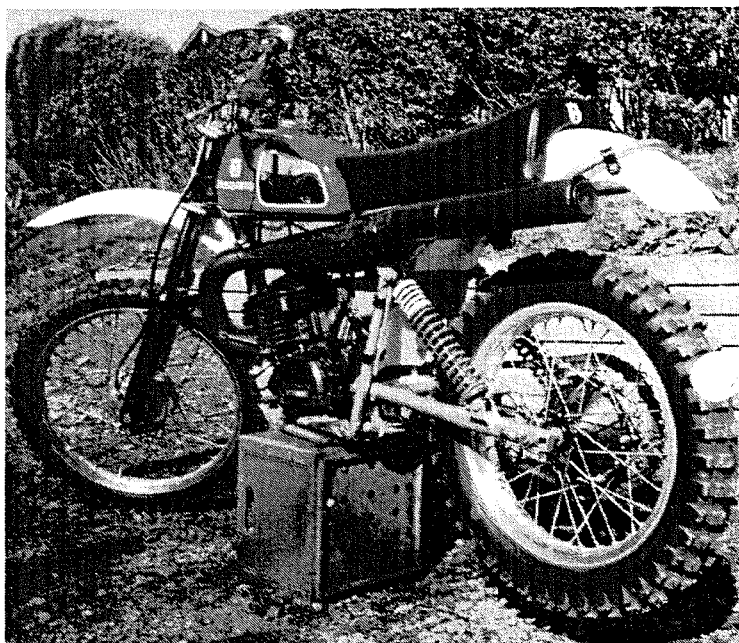
Craig

Tim Cochran's 1976 250 WR

Tim Cochran - Cheswick, PA

Hi Husky Club,

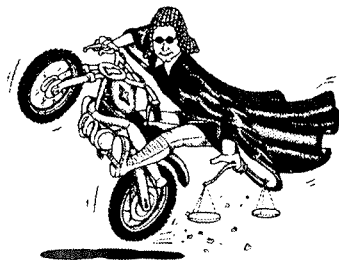
I thought I would send you a photo of my 1976 250 WR that I recently finished. (Frame # ML11316 - Engine# 2051-1934). Your newsletters have been a great source for parts and information. I couldn't get any spark out the Femsa ignition, Andy Hardin and Forest Stahl helped me out with parts and technical advice. I also received parts from Jake Fischer and AMS Racing, tank decals came from Vintage Husky. It sure is a pleasure to deal with such helpful and friendly people, your club is super!



JOHN L. RAAF
ATTORNEY AT LAW

P.O. Box 440022
BRENTWOOD, MO 63144
24 HOUR PAGER
314-823-5646

DISCOUNT TO MOTORCYCLISTS



Huskys at the Glen

Dean Colley - deancolley@aol.com
website - www.hotaugust.com

The day was cool and sunny, with occasional silvery cloud cover. This was perfect riding weather and I wasn't about to miss the 10/22 S.V.R.G. race at Glen Helen Raceway, Devore, California (near San Bernardino). Before

wading through my garage of vintage parts and unfinished bikes, I mumbled to myself, "I'll finish one next month"...I'm going to the races anyway! With my trusty Canon AE1 and a thermos full of black coffee, I was looking forward to a day of good picture taking and cool vintage racing.

Glen Helen is host to a myriad of National motocross races and has become increasingly friendly towards vintage and evolution class motorcycle racing events.

The facility and vintage track are first rate. Today, something was missing. Driving through the pits, I noticed very few Huskys. Every other Vintage/Evo event I've attended had Husqvarnas all over the place. Where was the red and chrome? Was it a Swedish national holiday? I walked the pits again and saw maybe 10 bikes total, most of which had for sale signs on them. Oh well, it was early yet.

S.V.R.G. usually runs the vintage machines first and today was no exception. Let's see...Triumph, Yamaha, CZ, Maico, Penton, and one yellow 125 Husqvarna! Cool! The gate dropped and I clicked my camera shutter. I quickly moved to the second turn. A 90 degree right hander with plenty of racing room followed by a short straightaway. Low and behold! the second rider out of the turn was on the yellow Husky 125! Way to go! As was the rest of the field, the 125 was soon eaten alive by Charlie Beck and his 360 Maico. Charlie is no slouch.

The next few races featured a diverse slice of strong-running, and some not so strong-running, evo machinery predominately Hondas, Suzukis, and CZ. Much of the classes were combined, so it was difficult to keep track of which event was running. The Evo 2 Expert/Intermediate class was again devoid of Husqvarnas. The starting line was elbow to elbow Maico 490 red, thanks to Eric Cooke and his band of Maico Only riders.

I like to photograph bikes with extraordinary modifications or craftsmanship, and walk the pits networking for parts. The name of the game is, "You turn me on to your parts and bike sources, and I'll give you mine. (If someone has a primo, 1979 390CR for sale for 500 bucks, you don't want to tell the world about it 'till you've positively decided not to pick up the bike for yourself). Anyway, while perusing the results board and taking some notes a guy casually asks, "are you a photographer?"

"Yes", I answered. Today, anyway.

"Wanna take a look at my bike?"

"Alright", I replied.

We strolled over a few yards and there it was...A very clean looking (dent-less alloy tank) early 80's 430WR Husky. As I looked more carefully at the bike, its owner, Pat Stidman, gave me a very impressive history of modifications and trick parts. The bike was purchased and rebuilt in 1994 for the running of the 1995, 24 hours at Le Fud, and won the event (Pat was one of the riders). The list of

trick stuff includes a procircuit chassis (8 pounds lighter than stock) and a Yamaha rod washer modification done by Porter Friend. Everybody knows about the 430 and its reliability problems when run hard and long. Pat says he hasn't done anything to the motor since the modifications but a re-ring and base gasket. I watched the 2nd moto of Pat's race and noticed how smooth the motor sounded without a trace of lower end noise. The 430 kept up nicely with the Maicos. I was very impressed.



I intend to follow-up, if possible, with some details behind the 430's lower end trickery. I'd also like to know how many rubber bands it took for that 125 to holeshot so many vintage open bikes! Check the next newsletter.

Hotaugust



MegaClassifieds #21

I have a original 1974 WR400 tank, unused, perfect, as new also the original rear shocks (Girblings), same bike, never used, looking for offers... Also I need Rod, and piston for same bike. I plan on racing this bike, so will never use the tank or shocks, they are all in incredible condition. CSileski@aol.com

1985 Husky 500 Automatic that I would like to part out. Everything is here, the bike would run if I could get the springs to fit into the crankshaft clutch, but I can't so I am taking it apart. E mail me with your needs at xlands@home.com, or call me at (206) 478-8491 (Days) or (360) 456-3244 (Evenings). Please, no offers on the whole bike, unless for a parts bike) this thing is coming apart and getting spread across the U.S! - Joe.

Craig need help finding some new or good used front forks. I have a 77 360wr cross country that I put 79 mx tubes on from my 125 cr. would like a set of forks off of a 80-84 250 430 with the gold legs. I haven't measured the diameter but I believe they are 40mm. tom <wilflipski@email.msn.com>

WANTED-Brand new NOS black 1979 WR 390 GAS TANK..(802) 388 4376..email decurran@together.net..Tom Curran

1992 610 that I am considering for sale in San Antonio Texas. I've owned this Bike for three years and put new brakes, sprockets, rear shock spring and gold valve. This bike also has pro-taper bars and custom made triple clamp. It is in good shape and has not been ridden enough. I injured my back a few years ago and don't get to ride it much. Asking 1750 or best offer. Contact me at tbooker@sprynet.com or call at 210-3-637-1656.

Parting various MJ husky chassis-- 400 aberg replica aircleaner & fan(good graphics)-\$25, "brendanf" <brendanf@montana.com>

1981 Husqvarna 430WR in good condition. It's in mostly original condition. however its missing; speedo and cable, and front headlight numberplate combo. Everything else is there and in nice shape. Bike runs and starts well, good tires, chain, sprockets, etc. I was the best you could buy in it's day. price is 1200. USD Jack Brucker Manhiem, PA 717-273-4616 email; maxbrutus2@yahoo.com.

1972 450 CR for sale. MJ frame number, Restored for racing vintage MX. Many new parts including: 1973 Frame, Progressive shocks, piston, seat (cover, foam and pan), chain and sprockets, OEM cables, tank, air filter, tires and grips. Upgraded parts include: Rebuilt 1973 black leg forks, 1974 Mag swing arm, Renthal CR/high bars, Applied tall bar mounts, Magura dog leg levers and trap door throttle and plastic fenders. Registered, CA green sticker through June 2001. Deceptively fast!!! Ready to ride/RACE. \$1995. or best offer. San Diego, CA. Call (858) 967-3535 (Jeff). Will send photo on request.

Wanted: Pipe for 1986 Husky 430 auto, must be new or as new. Call Don Goertzen at 780 4565353 email cjb@planet.eon.net

1986 husky cr250 mint, \$1500 includes shipping. Parting out- 76cr250, 77cr360auto, 79wr250-nice seat, 85xc250, 87430, 88wxel25. Complete speedo asm.(all parts required) from 83wr250.84 plastic gas tank (stock). fresh complete top end for 87/88 wr/xc250. Call Jeff 860-582-8509, 203-574-4499. or e mail me jltowle2@home.com

Wanted :ANY parts for a 1983 XC 500. Needed are, Airbox, any

plastics, gas tank OE or aftermarket. And any other parts. I'm trying to restore my XC 500 and I would appreciate any help. Dena Nicotra <DenaN@pacbell.net>

for sale---72 husky 450wr--good, needs little--\$350 parting various husky mj rolling chassis, frame and swingarms--\$50, forks with triples--\$50, wheels--front--\$35, rear--\$40, seats---\$25-\$50 parting 81 husky xc-430, frame and swingarm--\$50, forks--\$50, wheels--front--\$35, rear--\$40, motoplat coil--\$40, shocks--\$50, seat--\$50, tank--\$50, motor lower end(missing ign and stuck from sitting)--\$50 please email brendan at brendanf@montana.com or call at 406-777-5161

Terry Breitmaier <huskyguy@softcom.net>

Could you run a add for me? I am looking for a set of hubs for a 2000 TE 610. Thanks Terry

Husky 1980 390 OR, motor # 2080, rough but will run, would need some work before riding, Runs and shifts through gears, missing air box cover, call for details Glenn, Apache Jct. Ariz (no rust). \$400. (480) 982-0351.

Husky 1982 500 Cr, Motor 2094, Frame # Cn 19358, Poor condition, non-runner, compression yes, shifts through gears -no, Apache Jct. Ariz. (no rust) \$300. call for details, (480) 982-0351 Glenn

1976 250wr Husky parts bike--motor # 2051--Frame # ML 10985--Good pipe, wheels Forks. Turns over, Shifts through gears, Apache Jct., Ariz. (no rust) \$250. Glenn. (480) 982-0351.

for sale 1972? 400, 1978 450 cr 400 engine number-2030-1403 has good motor runs excellent, down due to ignition problems. rough shape. \$100 1978 450 frame number mk-01932. mostly complete fair shape, needs new rings. \$150. contact chris at (307-789-2792) Evanston Wyo. (jshives@allwest.net)

Wanted for 1973 450cr, left side cover preferably with kickstarter. Email Charles at CharlesShade@hotmail.com

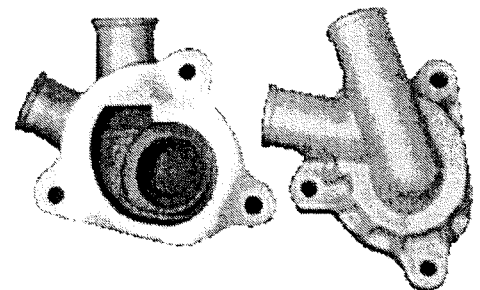
Wanted - 1976 Husqvarna CR250 complete/original, unmolested, running if possible. Definately has to have spark. Frame - {6000-15999} Motor - {2042} Call TOLL FREE 1-877-988-9808 or e-mail pictures and price to husky@tvjobs.com

looking for a Evo class Husky. I hope that you may be able to help me out. I am looking for a 82-83 CR250 ideally, however I might go with an Open classer if the deal is right. If you hear of anything on the grapevine, please drop me an e-mail. Thanx for the help. Hope to see ya at the track this spring. Scott Wynn Director of Advertising/Marketing Cagiva USA, Scott Wynn <scott@cagivausa.com>

Craig... I am happy to announce the release of our newest Husky product... 84-88 Husky 2-Stroke Water Pump Housings of Cast

Aluminum!!!
Retail is \$90
(this product is available from Cagiva for more than \$200.)

Soon to be released is our Aluminum Clutch cover for 82-88 Husky 250, 430, 500 2-strokes. Thanks Craig, Daryl - eurodirt@rof.net



86 510 XC Runs well but needs valve stem seals and cyl fin repair, chassis is excellent with new tires, brakes, chain and fork seals, CA titled, \$650 or trade up/down for a 83/84 WR call Paul at 908-272-0390

Parts needed - 1978 390 Auto please e-mail willpitman@hotmail.com or 270-753-7107

Husky parts for sale 1969 to 1973. I will sell all of them or part of them. Parts include: the following: 4ea MH CR frames 1970/1971, 1ea MK CR frame 1973, 2ea MK CR400 motors, 1ea MH CR250 motor, 1ea MH CR 250 motor in a basket, 1 set CR 250 crankcases, 6ea MH seats (Need Upholstery), 7 sets of CR forks, 4 sets of triple clamps, 13 wheels, 5 exhaust systems, 1 "Pacifico" Husky accessory gas tank, 1 set of Girling rear shocks (chrome), Contact Ron Keys 905 435-4901 or email me at rkeys@idirect.com I live close to Toronto Canada

87 250 XC, 6 speed, rebuilt top end with Mahle piston, new bushings in swing arm, owners manual, call Mike Wilson at 1-800-854-0041 ext 2831, in Birmingham, AL area

Wanted - 1974 Husky 250CR mag and a 1974 Husky 125 CR please phone Dave at 541-998-6385

Wanted - 13 liter Gas Tanks for 90-92 KTM, Also want anything else you may have for same 90-92 KTM 300. Also need Husky 360 exhaust system Call Paul at 440-988-7160

Wanted - complete kick start lever for a 79 250CR, either nice condition used or new if possible, Call Craig 304-267-6471 or e-mail husky@intrepid.net

Wanted - for Husky 125 CR 1982 a boot between carb/air box ref - 15.14.465-01 and plastic side covers right and left ref 15.19.694-01 / 15.19.695-01, used parts in excellent condition accepted. I am in France, it is easy to ship to me using the US postal system. E-mail - christophe.hugot@lvm.be

Wanted - Owners Manual for 1978 250/390 CR, please call 304-267-6471 or e-mail husky@intrepid.net

1981 Husky XC 250 completely rebuilt all new piston and rings bored .040 over all new bearings, airfilter, seals, plus more I have one extra motor for parts, this bike has less then 1 HR on rebuild, cause I have other bikes I ride, have receipts this bike runs strong. This bike has bark busters good tires but I think front one has small crack. I am located in York County Pa. call Jason at 717-993-6664 leave message I'll get back, \$500 For PICS go to www.Angelfire.com/pa3/gospel/bike.html I have a lot more posted on this web site Thanks Jason

Looking for a 1982 husqvarna 500cr preferably not running or needing work. my E-mail is rgarlitz@mediaone.net. thanks,rick

1986 wr 400 liquid cooled 2 stroke baltimore area adult owend. Great bike 8 hours on rebuilt motor. New stader and coil. Runs great top speed in the 90's new plastics and tires. Very clean bike. \$1,300 or best. Will consider trade for banshee or 400ex. 4 wheeler does not have to run. E-mail limp2611@aol.com or call 410 288-1895

Wanted: Pipe for 1986 Husky 430 auto, must be new or as new. Call Don Goertzen at 780 4565353 email cjg@planet.eon.net

gowanlea@amservice.net I am looking for head gaskets for water cooled, 16 14 495-01 Head gasket 250, 16 14 577-01 Head gasket 400, also need Wiseco and Tarabusi pistons suitable for 74-84 air cooled 250 Willie Hutchison, Scotland

wanted Husky 610 frame or engine for super m project anywhere in the U.K. or france.cash or i.m.o. waiting call Tim 0044 (0)7909933385 or gixman2000@yahoo.com.uk

For Sale - Team Husqvarna Jacket Patch, never sewn on

anything, 2" by 4", dark blue with gold edges and lettering - \$7. 2 ea Husqvarna Jacket Patches with Husqvarna and Husky Crown, never sewn on anything, 2" by 4", dark blue with gold edges and lettering. - \$7ea, Team Trelleborg sticker, 3 1/4" square, white background with red and yellow edges, red rider on black motorcycle, Sweden Shield in corner - perfect condition - \$2, 1ea Husky Products Riding Pants, blue and gold, size 38, style from the mid 1980's, good condition with no holes or tears but a few small stains - \$40, 1ea Husky Products Jersey, XL, 75% poly 25% cotton, style from the mid 1980's, blue back, gold and white front with Husky Crown on front and Husqvarna down both sleeves. Very good condition, no rips or holes, slightly faded from washing - \$30, 1ea Husky Products Vented Jersey, XL, 50% poly, 50% cotton, same style as above. Wearable condition but with rips in the sleeves that have been repaired - \$20. make me a good offer on all and i will take it! shipping \$3.55 for one item or \$10 shipping on all, please e-mail Roger - koster@family-net.net

For Sale - 1970 Husky 400, just like Steve and Malcom rode in On Any Sunday, starts and runs well, my brother bought this bike from the original owner in Erie, Pa., Alum fenders, beautiful tank, nice early full fork boots, Akront rims, Call Charlie Huegel in Seneca, Pa at 814-676-3524 asking \$1500

For Sale: Husky / Bosch Mag. pullers. Fits 66 - 68 250/360 motocross for 30mm male threads on flywheel hub. Made by Wassell of England. \$25 each, includes shipping. Piston Pin extractor tool. \$15 each, including shipping. Dave Brooks 616-887-1343. dbrooks@pathwaynet.com

Wanted: Rear shocks for a 1982 Husqvarna CR250. 17.25" length. The shocks must be in good condition. Stock or aftermarket. No leakers. I do not want to rebuild them. Speedracer@ipns.com

1986 Husqvarna WR400 new plastic, seat, top end, 0 hours on top end. \$900 firm call (801)293-9640 or email aprrpgp@aol.com

1982 husqvarna cr 250 that needs a new piston after that will be a good bike for \$400 in ohio if interested call me at (330)274-3254 if not home leave a message SCOTTS10257@gateway.net

1981 Husky 250 XC forks complete, nice condition no rust, \$100, plus shipping or trade for a good pair of 15 in shocks for my 250 WR. 1971 400cc 4 speed husky frame, and swingarm, \$60. plus shipping. 1976 husky front wheel, from wr good condition \$35., no brakes, just wheel and hub. 1981 husky 250XC, front wheel complete, with brakes backing plate and axle, \$65. and shipping. 1981 husky 250 XC frame and swingarm \$80. plus shipping. mahle NOS piston kits includes ring wristpin and circlips, 1982 to 1984 husky 500cc Pt# 16-11-194-01 standard 85.92 mm \$130. and a little to ship. also 1982 to 1984 husky 500cc Pt#16-11-194-03 third over piston kit 86.92mm \$139 and a little to ship! NOS mahle piston kits for sale, includes ring sets and wristpin. Part # 10-10-558-02 fits early husky 400cc first oversize, (81.92mm) \$100. Part # 16-11-194-01 fits 1982-1984 500cc standard bore (85.92mm) \$129, part number 16-11-194.03 mahle kits with rings, pin and clips 1982-1984 500cc third oversize (86.92mm) \$129. Part #16-11-266.02 husky piston kit with rings, pin and clips fits first over 175cc XC and WR (64.94mm) \$110 part # 16-14-549.02 fits 1984 CR 250cc (69.69)mm second over \$120 Call Bill in NJ at (856)785-1107 or HDSHOVEL@PEOPLEPC.COM

Wanted for 360 sportsman c - Tank in good condition, no dents please, also original cigar muffler top dollar paid for right part - Keith 303-475-9981 Colorado

I'm looking for a 72 wr400 tank with petcock. Mine is orange with the brushed aluminum sides, but in bad shape. Will pay shipping. Rocon42343@aol.com

PARTING OUT 1993 HUSKY 360 ALL NEW PISTONS NEVER USED, JUG RE-PLATED, ALL IT NEEDS IS A ROD KIT AND MAIN BEARINGS.. CDICKEY@THEOFFICENET.COM

I have a 99 husqvarna wr125 for sale . It has pro circuit pipe and silencer on it and new graphics and seat cover. must sell, work is getting slow,wife said it must go, \$1500 or b.o. call or e-mail me at 330-227-9957 or pbastian@valunet.com. not responsible for shipping cost

WANTED: 60's & 70's copies of the Swedish motorcycle magazine MC Nytt. Tack! Dorian - phone 360.943.1559

email doriak@w-link.net

Wanted - Husqvarna (67-71) 360 MX 4 speed exhaust system. Call Paul - 440-988-7160 or cbusic@bright.net

1981 Husky Gold Forks (40mm) c/w Gold Front Rim and Tire assy (complete front wheel) Asking \$100.00 US and buyer pays transport. Contact Mitch (fcm@telusplanet.net) Fax: (780)423-5900

1969 husky CR250, lower end for sale,clutch, trans clutch case, and flywheel and ignition are intact \$175. and shipping. 1979 husky 250CR pipe in great shape,\$85. and shipping, stock skyway muffler for 1979 CR250, good condition \$45. and shipping. NOS mahle piston kits with rings and pin for sale: 1982-1984 500cc standard bore(85.92mm) part#16-11-194-01, \$129. and ship.1982-1984 husky 500cc mahle piston kit(86.92mm)pt#16-11-194-03 third over \$139. and ship.1981 Husky 250 XC forks , complete, nice condition , no rust\$100. plus shipping. 1971 400cc 4 speed husky frame and swingarm \$60. and shipping.1976 husky front wheel from WR 250, \$35. laced wheel and hub. 1981 husky 250XC, front wheel complete, with brakes, backing plate and axle,465. and shipping 1981 husky 250 XC frameand swingarm\$80. and shipping Bill <huskyrips@yahoo.com>

80' 250cr. i would like to sell. this bike runs fine and has alot of new parts. i totally disassembled and rebuilt this bike from the ground up. this bike looks and runs like new. all the shocks,springs,seals ect have been rebuilt or replaced. the frame was sandblasted and repainted as well as the rest. the tank was repainted as close to original as possible, with decal. seat recovered as well as husky emblem on rear of seat. i have some extra parts, forks,rims (repaired but not yet anodized,hubs, forks,i have the original speedo, (doesn't work). i even have the original MSO. turn key, everything for 2000.00, quite a steal!! photo's upon request. i can be reached at 405-691-0765 mike carter ok city, ok MC040893@aol.com

87 husky 430wr... will sell whole for \$500 or parting---- engine--\$200, wheels--\$50/piece, front forks--\$75, front caliper--\$35, front master cylinder--\$35, shock(needs rebuild)--\$50, tank--\$40, seat--\$40, frame and swingarm--\$75, radiator--\$40, kicker--\$25, shifter--\$15, airbox---\$30, fenders--\$15/piece, side panels--\$20/piece, also parting 82 430xc, 72 450wr, various mj chassis. please call brendan at 406-

777-5161 or email at brendanf@montana.com

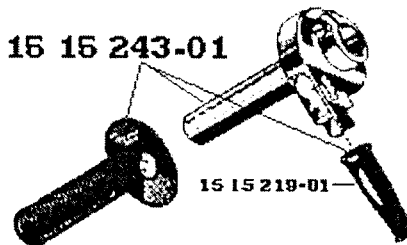
I want to find a 72 wr400 tank and petcock mine was orange and silver, but now is bad Rocon42343@aol.com 909-370-4764

wanted for 1984 510 enduro headlight bulb holder or complete light, side panels and no plate for 83 or 84 mx 510, any literature or pictures of 83/84 510 bikes. tom beckett, e-mail: fourstrokespares@aol.com

For sale/trade 3 NOS Nippondense speedo heads..brand new in box..Part # 15700-2610..will fit 85-86 Husky email Tom Curran, decurran@together.net or call 802 388 4376..

WANTED: Looking for any 450 Husky, also need a tank for a 1971 400 cross. Jeff - ramtuff@webtv.net

WANTED: two stator coils or complete ignitions for two 1985 250 WXC bikes, I think 250 WR will fit Fausto fabel@cln.megared.net.mx



For Sale -Brand Shiny New!!!! NOS Magura "Trap Door" throttle for Husqvarna 1970 thru 75, Show or Race!

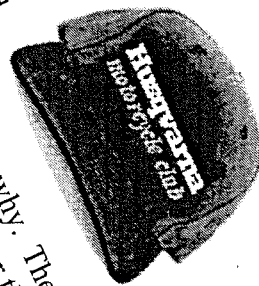
Husky part number 15 15 243-01 \$60 plus \$5 ship. Comes complete with grip and throttle boot (as shown, exactly show correct for these years). Throttle boots 15 15 219-01 available also 1 for \$8 or 3 for \$15 plus \$2ship. These pieces were used with 36mm Bing concentric float model 54 which was standard equipment on 250-460 model Huskys. This would include Mag 250CR, 250 CR MJ/MK,ML, 250WR MJ/MK,ML, 360Csportsman Enduro, 400 CR MJ/MK, 450CR/WR MJ/MK. Also have twin throttle boot used on some, e-mail husky@intrepid.net Also have matching Magura grip for clutch side, small rubber boot for cable at carb end.

" FAT BAR " Handlebar mounts for vintage Huskys 66-77 ! - \$49+\$5ship e-mail husky@intrepid.net . Billet machined similar to stock , but upper allen heads are recessed and they look real cool . Anodized finish, all hardware included, fits ProTaper, Aero Taper, and the others at 1 1/8" . A must on any tricked out race Husky!



Brand New !! Husqvarna motorcycle club caps, top quality, red body, 6 panel, cotton duck with a cotton duck black bill. Details like top button and vent holes are black. The embroidery is done in Husqvarna colors with "Husqvarna" in silver grey. These hat colors, embroidery thread colors, fonts, text spacing were all carefully selected for this exact "motorcycle club", in silver grey. If you own and ride Huskys of any year this cap will be a Husky Club application and the experienced Husqvarna enthusiast will recognize why. The adjustable band at rear allows fitting to most all adult sizes. If you own and ride Huskys of any year this cap will be a cool item for every day wear!

The black bill is designed to allow a margin of dirty hand handling and not look soiled. The band liner in the cap is also black and again allows daily use without looking like a puke bucket after a short time.



The adjustable band at rear allows fitting to most all adult sizes. If you own and ride Huskys of any year this cap will be a cool item for every day wear!

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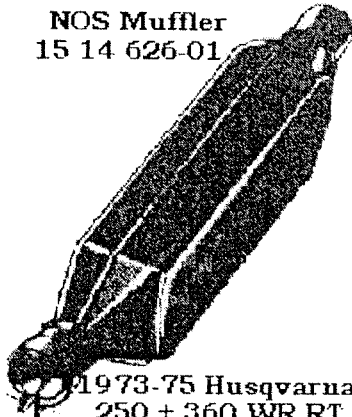


brand new Exhaust parts as follows:

RT muffler 15 14 626-01 -\$50 + \$15 shipping This muffler is designed for 40 mm tail pipe which means it fits all husky tailpipes from 66-75 125 thru 450.

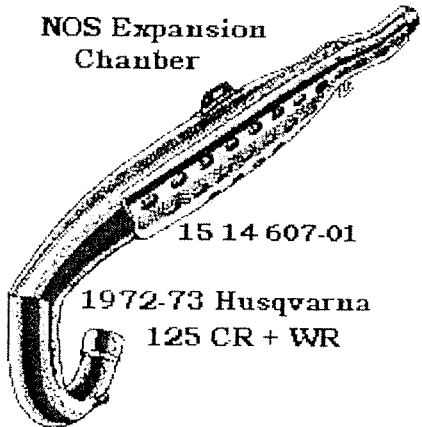
It is standard equipment on the RT Series 250cc and 360cc of 1973 thru 1975. It has a built in clamp on the inlet and a welded bracket(mid-body low) for attaching to frame bracket. It works well on 360c enduros (i run one on mine)

NOS Muffler
 15 14 626-01



1973-75 Husqvarna
 250 + 360 WR RT

NOS Expansion Chamber



15 14 607-01

1972-73 Husqvarna
 125 CR + WR

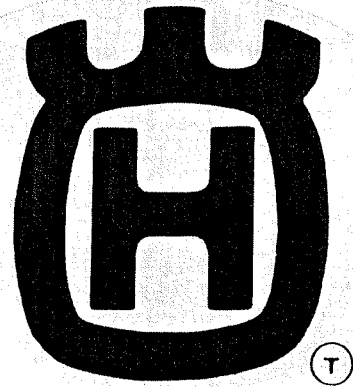
1972-73 125 CR + WR - 15 14 607-01 - nicked paint, but excellent \$120 + \$20 shipping This expansion chamber was standard equipment on all Husqvarna 125cc from 1972 and 1973 all models, CR and WR. it does not have a built in muffler. It has a 40 mm tail pipe and a

welded bracket to mount as per original.

Update on Number Plates

We looked at the Mag 250 hole patterns last issue and made reference to checking earlier original Huskys. The latest news isaccording to worldwide renowned resources, the hole patterns for the Mag 250 are the same as all MJ and MK series Husqvarna. Does this mean the side plates on a Mag 250 rub on the shocks? Yes, just like original. Also in a review of original MF thru MI number plates, it appears that the hole pattern is also the same. However my own research shows that the early side plate pattern may be fractionally different by about 1/8" on the upper hole.
 I would like more input from members with original number plates.

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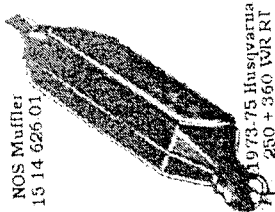
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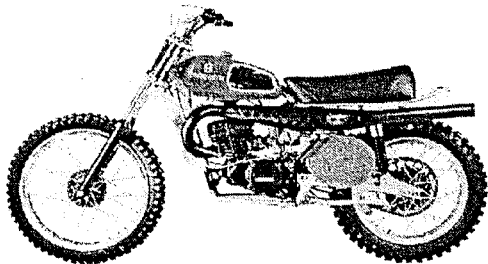
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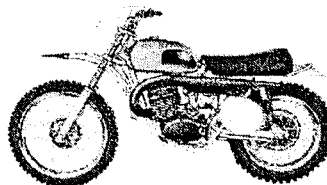
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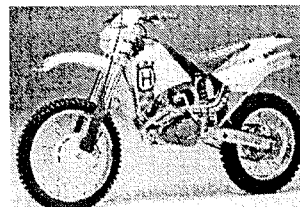
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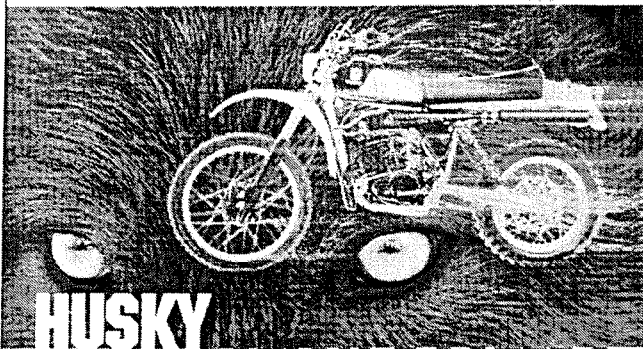
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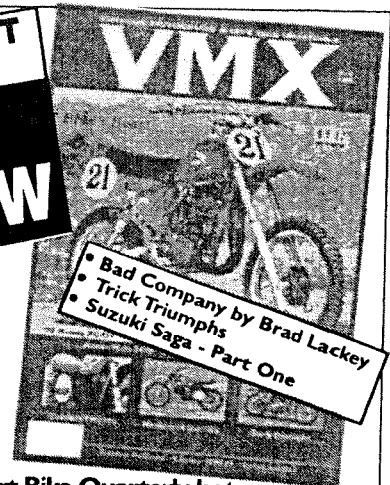
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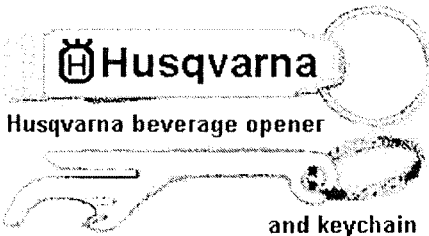
Also check out VMX on www.vmxmag.com.au

HUSQVARNA MOTORCYCLE CLUB

is a newsletter club dedicated to Husqvarna and related motorcycle marques. Newsletters will be a 16 -20 page publication with 6 issued per year at a membership of \$20 for USA/Canada and \$29 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 - \$15 per issue, 1/4 page - \$25 per issue, 1/2 page - \$45 per issue, full page - \$75 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 which you offer the Husky Hobbyists. An E-mail format is best.

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