

Husqvarna Report

issue #

22

Sleepless in Olympia
Dorian Sleeper's 67
Husky AHRMA bike!

Forest Stahl rules
Indiana - Past Husky
Champion and still
building fast Huskys!

Richard Digby on exotic
road race Huskys in
England.

Megaclassifieds #22
the world's best Husky
resource.

New Öhlins vintage
Husky shocks - brand new
offering.

Hot Rod Husky
Triple Clamps -
Look good, Feel good

Rick Horstmeyer
Dennis Fritch
Larry Baron
Juha Monto

Husqvarna "Font" from
the Past! 1958 282E a
script font.

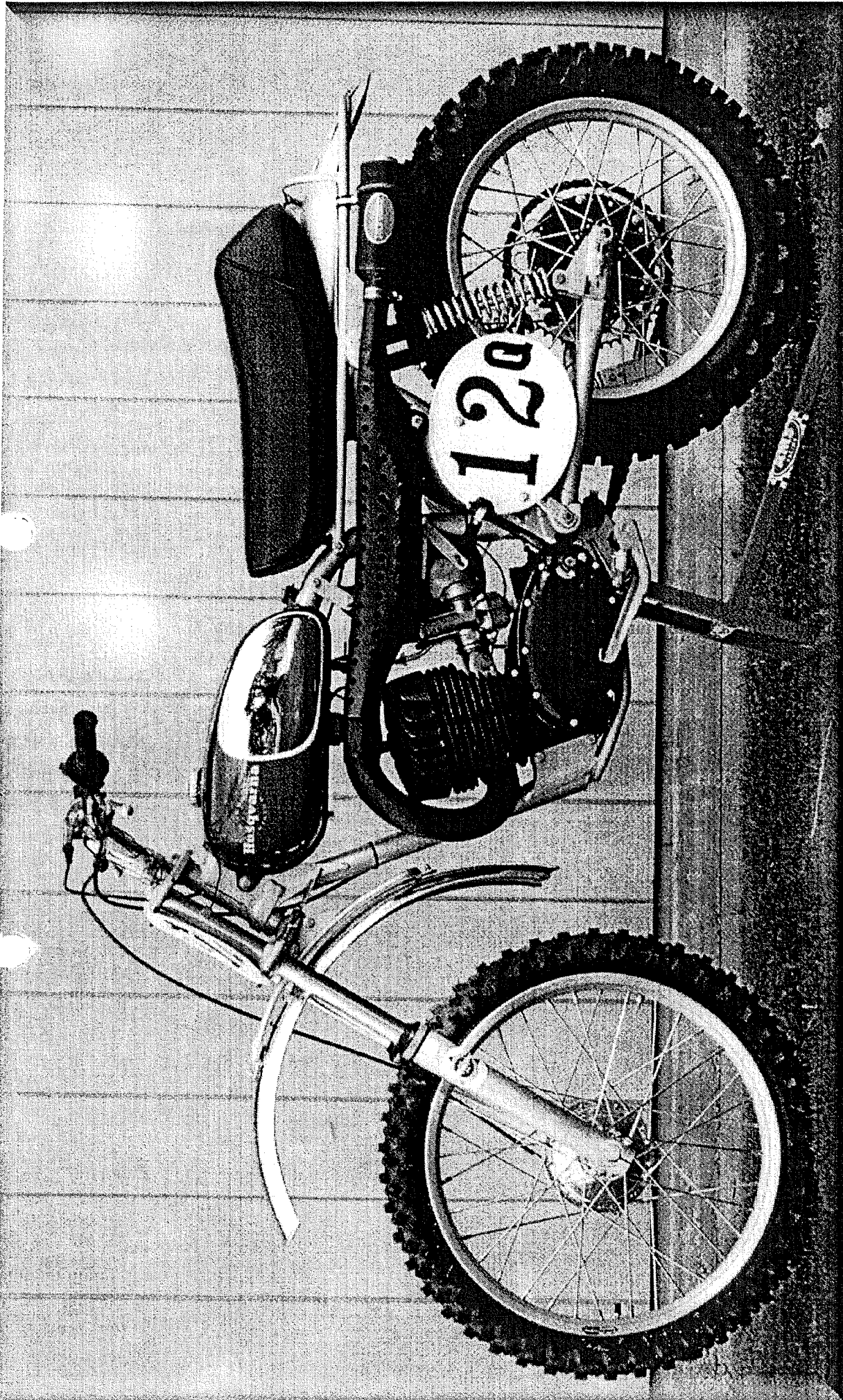
Plus much more
Husqvarna stuff!

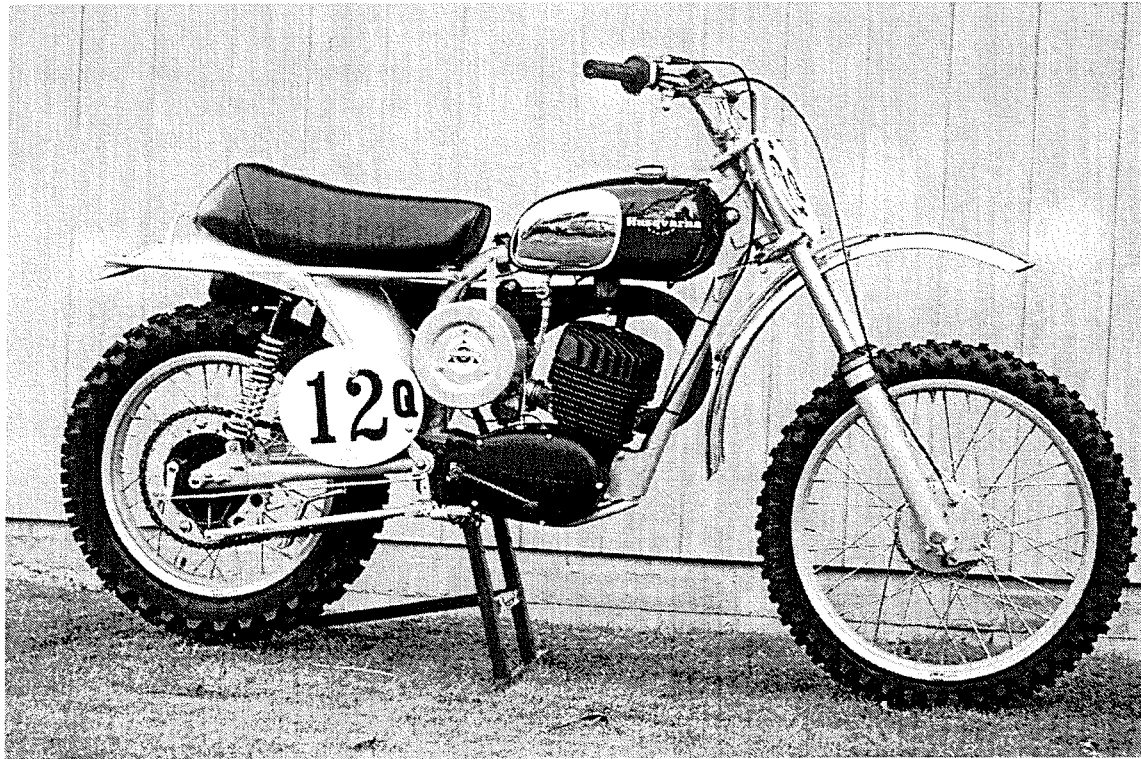
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304-267-6471





HUSKY 360 VIKING CLASSIC 500 AHRMA RACER

Dorian Sleeper , Olympia, WA , tel 360.943.1559
email doriak@w-link.net

My interest in vintage motorcycles, specifically Husqvarna, followed the often predictable path from old to older. A year or so back, I started to "get culture" & was thinking how cool the earlier "bolt together" Huskys were. The lure of AHRMA's Classic class that this model of Husky is eligible for also appealed to me. The Classic class seems to be populated with riders more interested in the heritage & pure enjoyment of their chosen machine rather than the latest, vintage eligible rocket capable of re-winning a world motocross championship for them. Sounds like fun to me! I concluded that I could save a good deal of money building one myself, rather than buying a complete bike. My goal was to build a bike for AHRMA competition - not for show - striking a balance between originality, reliability & performance.

Having studied up on this era Husqvarna for some time, I put together a plan using parts I had & buying what I needed. I located a good frame from John LeFevre at Vintage Husky. This frame is stamped 68xxxx & was one of the last bolt together motocross frames left over from '67 that were sold in early '68 before the welded frames appeared. John included a later, longer swingarm & later cleated foot rests. I also ordered up an air cleaner cover & special '69 brake pedal welded to a '67 shaft. I sent off triple clamps, rear brake torque arm & miscellaneous other pieces for John to paint Husky silver along with the frame he was providing. I had a correct, early style fuel tank that I also sent to Vintage Husky for repair, rechrome & repainting to original early Husky red color. It's quite expensive to get the tanks restored to original but like everything else in life, you (usually) get what you pay for & John's the man. People always ask.. "you're not gonna race it with that beautiful tank on there are you??" I tell them.. yeah, why not?. Why would I have one of those awesome Husky tanks restored & then just hide it away in the living room?? In my opinion, a large part of these old bike's (especially the Husqvarnas!) beauty & character were in the shape, color &

craftsmanship of the fuel tank. It's a part of the machine not necessarily driven by function where the manufacturers could set their motorcycles apart & add some artistic beauty to their machine. Ride it, don't hide it.

I bought a complete '70 360cc 4-speed for parts. I completely rebuilt the entire motor & installed a custom close ratio gear set from John LeFevre. This later motor also allowed the use of larger #520 chain & sprockets vs. the earlier 360's #428 drive train. I topped it off with an early 360cc "slant fin" cylinder head. Other parts rebuilt & used from the bike were the 36mm Bing #54 carb (in lieu of the 32mm side float), air bell, intake manifold, pipe, rear wheel, fender mount & forks. I welded up some cracks, cleaned & painted the pipe with PJ-1 Fl. Black Hi-Temp Exhaust paint. Even though I had the correct

early front & rear polished alloy hubs, I used the later, larger & stronger black painted rear hub for increased durability. I powder coated the rear hub & along with the polished small front hub, sent off to Matt Hilgenberg at Speed & Sport to lace up Sun rims with Buchanan spokes. Matt also supplied an alloy front fender, Gunnar Gasser throttle, Magura lever assy's, Terrycables, number plates, #520 chain, rear sprocket & Uni air filter. I'd been saving a new pair of early Husky bend handlebars for this project.

Dave Boydston at AMS provided a new fiberglass '67 seat base with foam & cover along with fiberglass replica inner & rear fenders. I must also thank Dave for picking up, crating & shipping the 360 I'd found in Arizona to me! After mounting & removing the rear fenders, I sanded, primed & painted them with Krylon #1403 dull aluminum followed with a few light coats of clear. With the exception of replating the tank bolt (yes, THAT bolt), shock mount bolts & fork clamp bolts, axle nuts & spacers, all of the other fasteners were replaced as were the case screws. Before re-assembling the motor stripped & repainted the center cases & side covers with PJ-1 Satin Black Engine paint & the cylinder & head with PJ-1 Flat Black Hi-Temp Exhaust paint. I'm using Michelin S-12 tires front & rear. The finishing touch was a pair of 13" NJB shocks from Speed & Sport & a new Skyway silencer I had been saving for this occasion. Oh yeah, don't underestimate the amount of elbow grease, cleaning, painting & polishing that goes into an endeavor such as this - it's a lot!

I took my time accumulating bits & pieces for this project. After I got serious & actually started on the bike (many long nites & weekends in the garage), I finished it up in about 6 months - just in time to send it to the first AHRMA national motocross in February at Speedworld near Phoenix, AZ. Having only 30 minutes on the bike around the house, I finished breaking it in during practice. It's first outing was a success other than too rich jetting & my poor engineering job on a chain rubbing block to protect the frame that came adrift. Derek Belvoir fixed the problem with a hose clamp & an old goggle lens - thanks Derek! I guess you learn those types of repair skills when you own a Greeves.

I think Husqvarna might have taken a step backwards when they introduced the welded frame bikes in '68. This bolt together framed

'67 360cc Viking is super light, has very good power & handles wayyy better than my welded frame 400cc Cross! I am very happy with my new Husky & I look forward to racing it for a long time to come. In addition to all the assistance I received from the great people already mentioned, I'd like to thank Craig & others I've talked to in the Husky Club for their help & unbridled enthusiasm about vintage Husqvarna.

A few details & first ride notes;

Femsa points ignition works great. f

Currently using premium unleaded pump gas with Blendzall @ 32:1 mix

Michelin's are light weight & work superbly.

NJB shocks awesome (I love the chrome springs)

12 - 53 final gearing (maybe a tad high)

Stock 36mm Bing jetting (too rich) - 35 pilot / 180 main / 2.85 needle jet / needle clip #2 position / air screw 1.5

I will try 30 pilot & 175 or 170 main jets next outing - depending on conditions.

Follow up info:

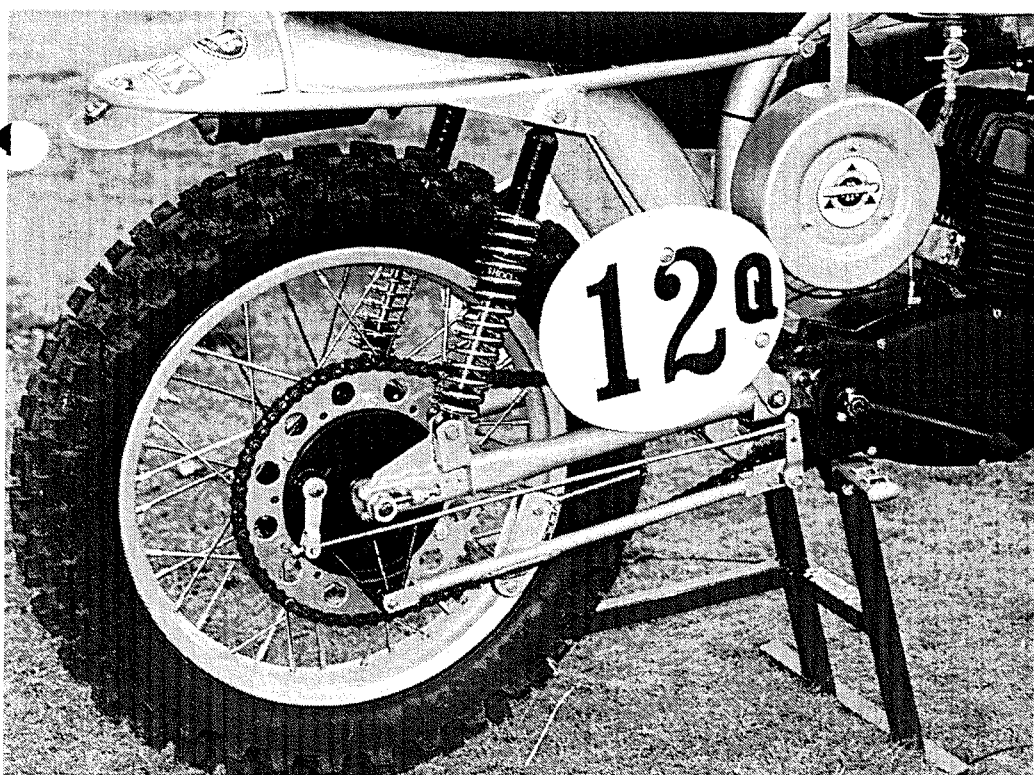
Tires are Michelin S-12 soft terrain; 90-90 x 21" front , 140-80 x 18" rear. Rim locks are from Motion Pro. Tubes are Kenda. I usually run 14 - 14 psi depending. Clutch is Barnett. I purchased all of these items from a local dealer I do business with. I installed new points & condenser from Speed & Sport. Femsa coil is mounted to bracket welded to the frame under gas tank. Timing is stock @ 28 degrees btdc. Spark plug is Bosch W240-T2 (W4C). I used a good stock Husky fuel petcock from a later tank I had & a NOS gas cap. 13" NJB Expert (1/2" shaft) gas charged shocks with chrome springs. I can't remember the spring rate - I will try & find out. When I ordered them from Matt, I just told him what bike they were for, length shock I wanted, my riding weight & skill level. They use stock Husky 3/8" dia shock mounting bolts with no trimming of swingarm mounts. Shocks with springs had plenty of clearance for #520 drive chain on Husky (NJB bodies are not off-set like your Progressive's). These NJB shocks mounted easily, worked fantastic (I have Works Performance on my 400) & are decently priced. Forks are early gray

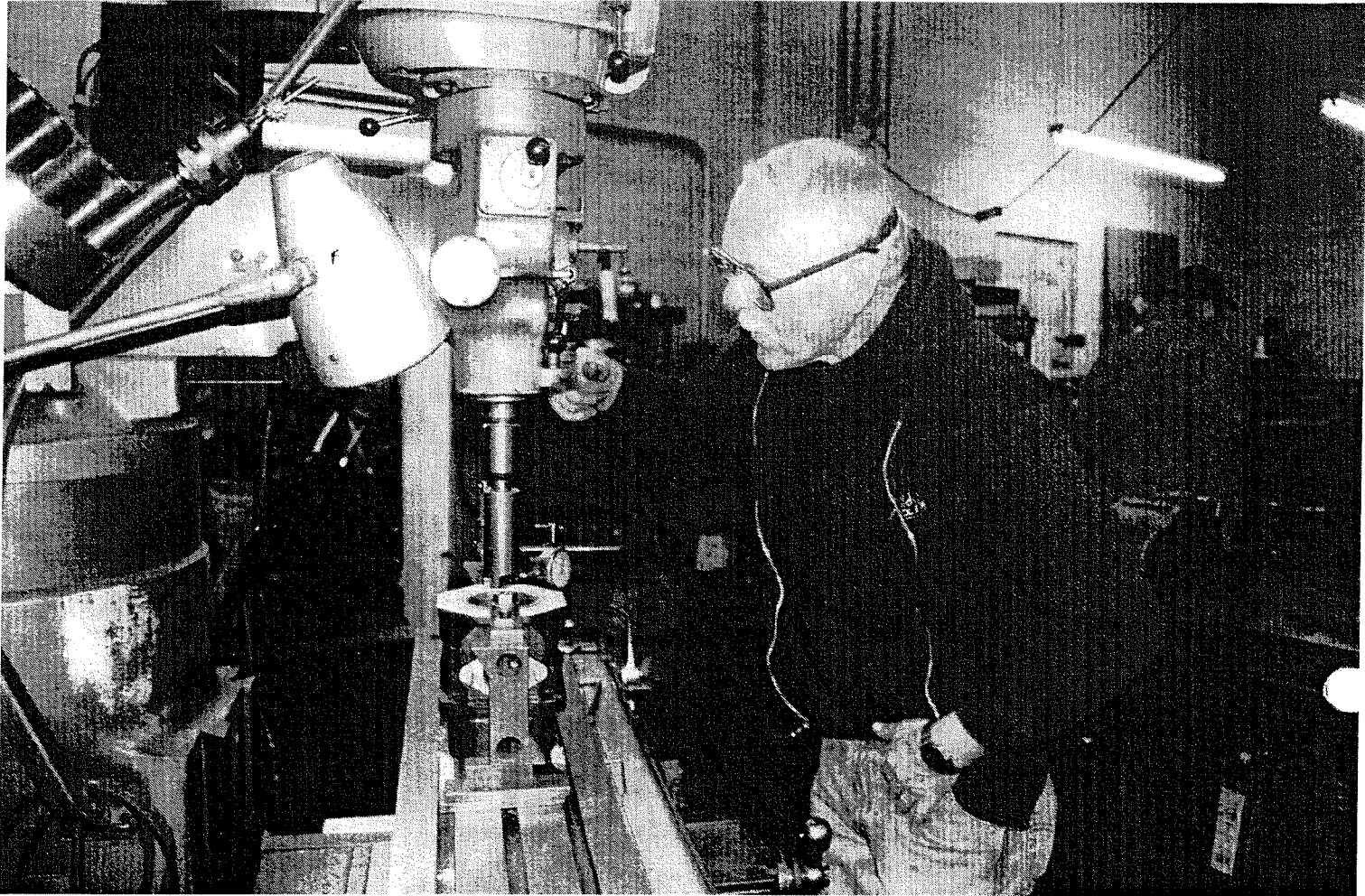
leg type. I used a set of Husky damping rods I had laying around that had shorter top out springs which yielded 6.75" of travel. I don't know what model they're from though. Fork oil is 210cc per leg of Spectro 20W. Fork springs are stock with 1/2" of preload without spacers. Gunnar Gasser throttle is linked to Bing-54 36mm carb with a Terrycable made for this application. Uni air filter works great. White oval number plates & black numbers, front # plate is mounted with stock Husky mount bracket. All of these items from Matt at Speed & Sport. Most all of the seals & bearings I matched up (with the help of your web site!) & bought through a local bearing house, Applied Industrial Technologies (the old Bearings Inc). Gaskets from John at Vintage Husky. Early small polished alloy front hub uses oiled felt under a pressed in metal cap to seal wheel bearings. I found correct dimension oil seals to use instead of the felt with covers but they didn't look right. I very carefully removed the plated steel felt covers from each side of the hub, tweaking them as little as possible, using a screwdriver. I cleaned out the old original felt, which was hard a crumbling, then installed new sealed wheel bearings. I gently flattened out the small dents I'd put in the metal felt covers with a ball peen hammer & used them to trace a pattern on some new felt I bought at a local crafts store. The felt was kinda thin so I cut out six of them - stacking three in each cover to make up the desired thickness. I greased them up a bit, tucked them into the covers & gently tapped them back into place. Just like new! Before mounting the brake backing plate & front wheel to the fork, don't forget to re-install the small axle spacers that fit into the I.D. of these felt caps on both sides of the hub.

Häälä, Dorian Sleeper

follow up additions:

On my '67 360 with the later swingarm, '70 rear wheel & #520 chain/sprocket - I mounted an MSR small (they also offer a "large") sealed bearing chain roller to the front of the rear brake anchor arm to keep the chain from rubbing thru the frame tube (brake pedal shaft). I drilled an 8mm hole thru the front mounting yoke just behind the 6mm mounting bolt location. Made a 15mm wide spacer to fit in between the two sides of the yoke so when I tightened down the 8mm chain roller bolt it would tighten & not collapse the yoke - also adding needed strength. I used a zinc plated M8-1.25 x 65mm grade 8.8 bolt, a class-10 M8-1.25 nylock nut & some small o.d. 8mm flatwashers. I installed the 6mm anchor arm mounting bolt from the backside. After installing the 8mm chain roller bolt & spacer, I spaced the chain roller away from the head of the 6mm bolt with just enough 8mm washers to allow it to rotate freely. Then I put an 8mm washer on the other side of the roller & tightened down the 8mm nylock nut. In the garage this appears to work superbly. It is stout & keeps the chain well above the frame tube. I don't think any additional frame protection will be necessary. This will be thoroughly tested at a local Vintage Dirt Racing Northwest motocross tomorrow!! We'll see how it works.





Forest Stahl takes precision to the Nth degree by boring a cylinder with a milling machine

HUSKY HEAVEN

in RURAL INDIANA

By Tosh Konya

Recently, I started restoration of my '67 360 Cross which laid unrestored but well-oiled in my garage for a decade and a half. I don't like to rush into things (!) but anyhow, I went as far as possible with engine disassembly but lacking the Husky case splitters, called Forest Stahl who came highly recommended. In addition, my clutch cover had its kickstarter stop partially sheared because the previous owner had too much preload on the return spring; he was a desert race so did what was the norm to get a one-kick start. Forest said that he could "build-up" the stop with heli-arc, then remachine to shape and splitting the cases was easy so I packed my rocket engine treasures into my car and took off on an icy, 20-degree day for his shop. Stahl started racing in the '60s and recalls buying a new '67 360 when few could pronounce the name on the gas tank. One wild test ride, partially on the back wheel across an open field, and he had to have one. He was lucky enough to race Lars "Lasse" Larsson in '67 on the first leg of Edison Dye's brainchild for a low budget promo tour: one 250 husky + one Swede in a pickup truck, with Dye acting as driver/salesman. To that point, Forest and his friend, both on '67 360s, hadn't been headed so they were dumb struck when Lasse passed them with impunity on their home turf. Lasse

didn't speak English (yet) but he always knew what to do when the green flag dropped. "Yaa, yaa, open throttle." It certainly helped to sell a lot of Huskys but made for strange and often difficult, post-race interviews. Forest, a master machinist by trade, kept riding the Swedish iron and his enthusiasm blossomed into co-ownership of a Husky shop in Muncie, Indiana. Stahl-Cole Husqvarna prospered and was eventually sold to another party in 1978. Shortly after selling that business, he opened Stahl's Cycle and Machine Shop that evolved into Advance Tool and Die Inc., in 1989. At that time, Advance mainly provided production tooling for local industry. In 1995, Forest read an article in a magazine about the John LeFevre '67 250 Husky, frame number 670001. After talking to LeFevre, he got so enthused that he started to buy NOS parts packages from Husky Dealers that had either closed their doors or wanted to rid themselves of old inventory, and as they say, "The rest is history." By the number of machines inside cavernous Advance Tool, I'd say Forest could build nearly anything if given a hunk of metal. In forgotten corners and dusty alcoves are countless trophies and plaques from past victories but they're not properly displayed because he's not the type to toot his own horn. Face-to-face, he's just as modest and reticent but carries a wealth of what works and what doesn't and tells you in a matter-of-fact, no-frills manner. Not a ounce of BS in this guy. He still continues with a limited amount of machine shop work for local industry but his time is mostly taken up with working on Huskys. In one or two rooms within the complex is a collection of nicely done Huskys, dating from '66 up to the late-70s. Bikes

in his collection are lightly-oiled after assembly but have never been started. Those of you who've visited the American Heritage Motorcycle museum, in Ohio, may have seen his restored '67 360 which had been on display since 1998 and just came home in January of '01. I asked about the condition of that virginal-appearing bike before it went to the museum and he said, "It was a piece of rusted junk." Ironically, that bike was his first Husky and also the one used to race Lasse in '67 but had been run into the ground by the next owner or two, then left outside to die. As far as I could tell in my many visits to the museum, it appeared to be a brand new motorcycle! In the mid-90s, most of his work was true restoration but today it's changed to restoration/racing with emphasis on performance and less on cosmetics. His work is primarily engine-only because he lacks a paint booth but in the past he has done complete bikes although it's not his favorite thing to do. Here are some **do's and don't** from Forest:

DO: make sure all the tapped holes in the case are clear of old silicone sealer when reassembling the engine. If enough of this goop collects in a hole and you run in the screw, it can possibly break out the aluminum casting on the other end.

DO: reduce clutch drag and improve shifting by using synthetic oil in the transmission. I asked about lengthening the clutch arm on the case to reduce clutch pull but he said to try the synthetic oil first because he felt any further mods wouldn't be necessary. Having an absolutely perfect clutch cable and free movement at the handlebar lever pivot always helps.

DO: use Plasticote brand Flat Black paint, #230, for the engine. It's very flat with one coat but a second coat will give it the normal Husky semi-gloss finish.

DON'T: disassemble the engine using general-purpose pullers or use screwdrivers to separate cases. This is especially true of ignition flywheels that can be distorted beyond repair by using common pullers on the perimeter. Gouges put in engine case gasket surfaces by a screwdriver can often render them into useless junk.

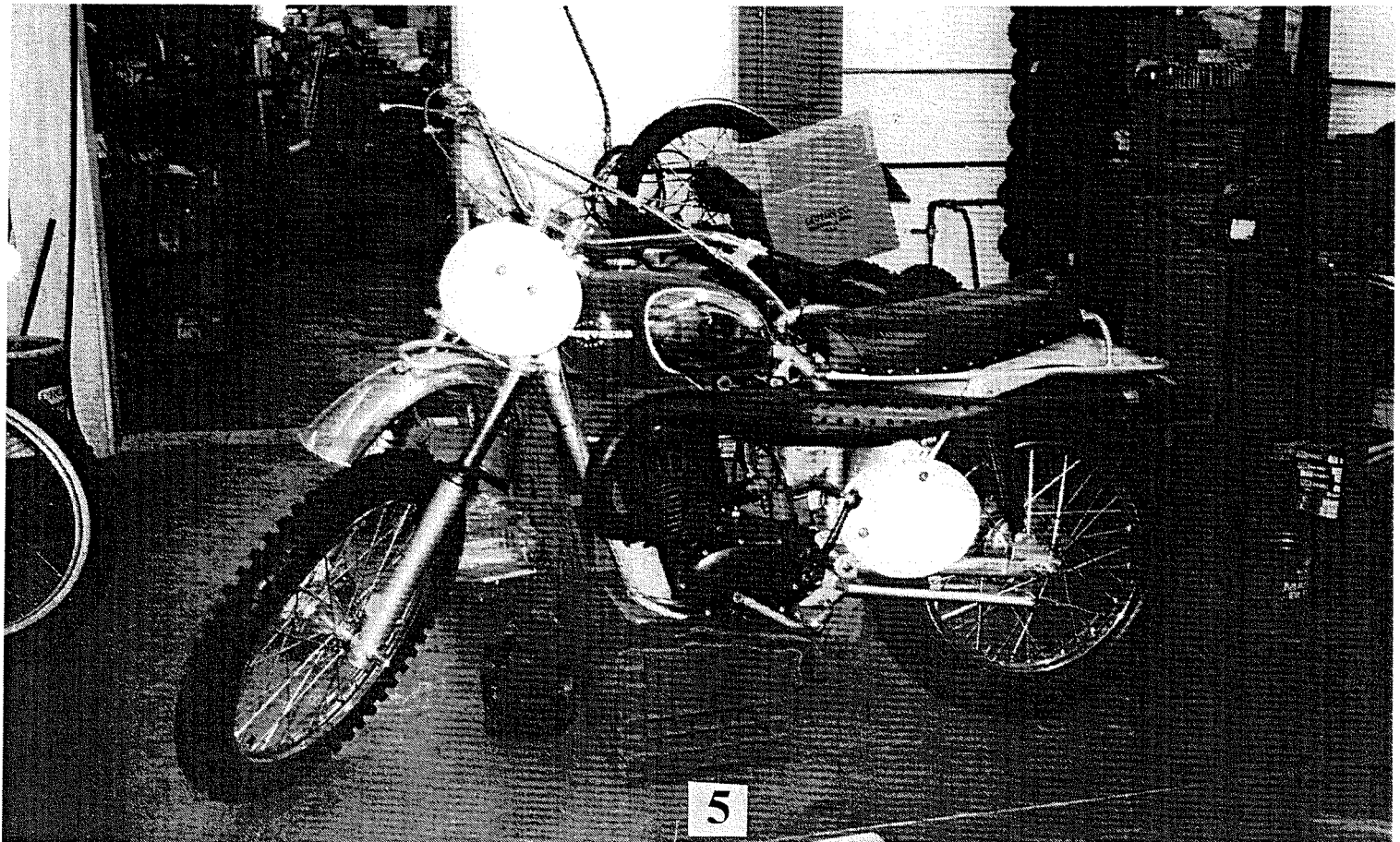
Speaking of the proper Husky special tools: try Dave "Tool Man" Brooks at dbrooks@pathwayne.com or (616) 887-1343. See Husky Newsletter, 14th issue, for details on what Dave offers; he's another straight shooter, his stuff is reasonable, and he stands behind anything he makes.

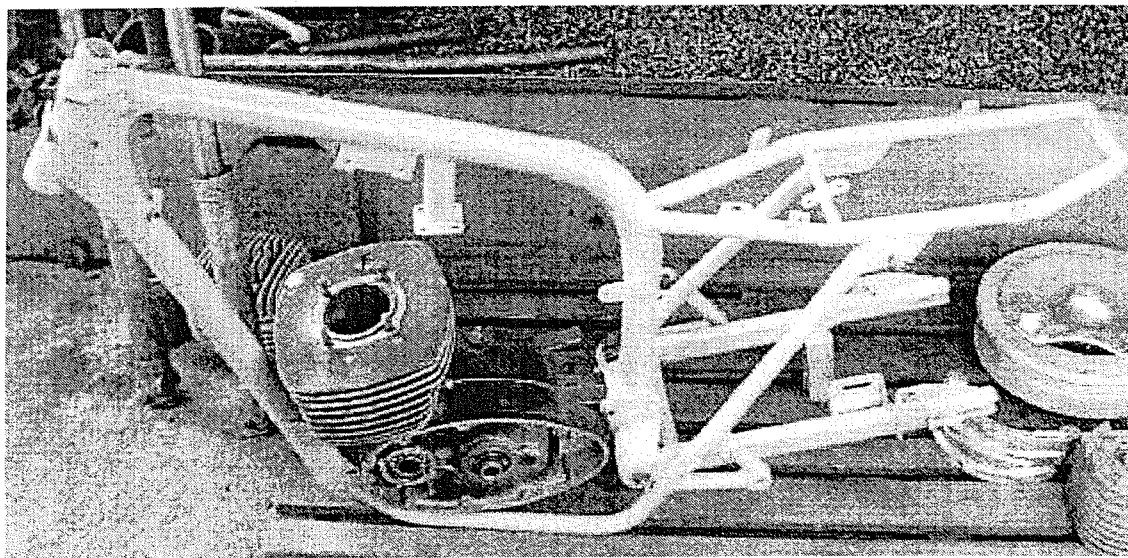
DON'T: overtorque the flywheel nut. On my particular engine, Godzilla's older brother installed the flywheel nut and even with the proper pullers, it wouldn't come free. The manual recommends using fine lapping compound on the crank-to-flywheel tapered seat to ensure better contact. This will help it stay tight at the correct torque. If your Husky has a tapered bore drive sprocket, do the same number with the lapping compound. A loose sprocket can shear the key then friction-weld itself to the transmission's countershaft.

**Forest Stahl at the shop can be contacted at 765-284-7653
e-mail - advancetool@home.com
or mail to:**

**Advance Tool and Die
1700 S. Nebo Rd.
Yorktown, IN 47396**

Forest Stahl has a great collection of immaculate early Huskys....below is a late 67 360 Viking





Engineering (legendary engine builder and two-stroke guru).

Ron had been at the trackside in '67 at Mallory Park and watched in awe as Percy Tait dominated his heat in the 250 national class on his Husky. Unfortunately, the bike didn't go so well in the final and only managed second, but the image of the crackling Swedish machine pulling out a massive lead was permanently imprinted on Ron's mind.

HUSKY ROAD RACERS

Richard Digby - England - radigby@aol.com

Husqvarna's rich history of success in off-road motorcycle sport is well documented. Not many have heard of Husky's various attacks on the road-racing scene. Before WWII, a significant degree of success was achieved with both single cylinder and vee twin four strokes, culminating in a few Grand Prix wins. What I found fascinating though was that in the 60's and 70's, two more attempts were made with two stroke machines and a fair degree of success was achieved. The seventies machines, I'll cover in another article, so this piece will deal with some interesting points about the 60's bikes.

Quite a few privateers were using modified Husky 250's in Sweden to considerable success in club road racing in '65 and '66. These were based, to a greater or lesser extent, on the motocross bikes of the day and, although impressive, were not up to international competition.

Husqvarna decided to capitalise on the achievements of the privateers and marketed a purpose-built 250-road racer in '67, quickly followed by a 350. This again was little more than a modified motocross machine, but paved the way for a full works bike for an attempt at Grand Prix and TT's.

This was quite a different machine and had a special frame designed specifically for road racing, and was fitted out with the best quality cycle parts available at the time, including magnesium Honda CB92 wheels.

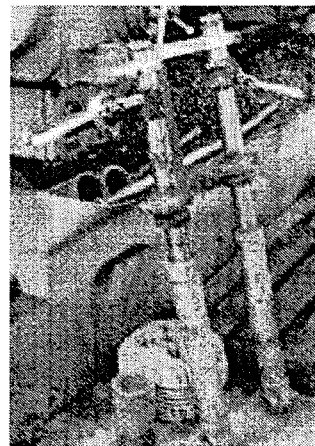
The bike was competitive and achieved good results at the Isle of Man TT in '67. By the end of the season in '67, Kent Anderson had secured 5th in the 250 Grand Prix championship.

Swede, Bo Granath, was quick on a 350 version and won the Swedish championship in '67, but by the end of the '60's, the Japanese invasion was well underway and Husky gave up with their promising single cylinder road racers for a while.

The reason for writing this article is that I have just been to see one of these fascinating machines. It had been procured a couple of years ago by Ron Phillips of Fahren

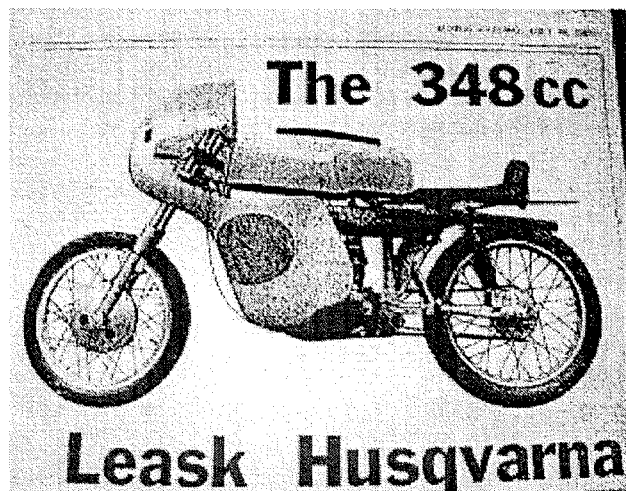
Husky reputedly only made five of the full works machines and so when the remains of one became available, Ron just had to have it. It was in a sorry state having had the engine replaced by a Triumph twin at some time in the past. This had necessitated the removal of the front down tube and a considerable amount of general butchery.

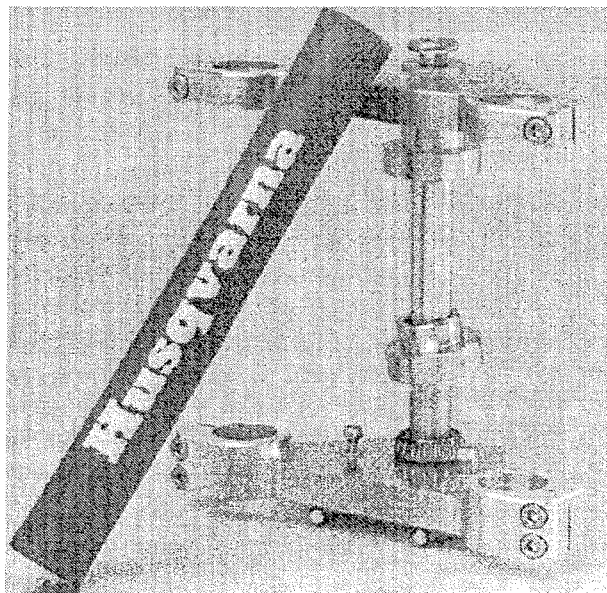
Ron has subsequently managed to source a genuine works 350 engine (serial No. 342 827) from Sweden and has now commenced the restoration. The frame is now repaired and painted and next on the menu is to refurbish the forks. Ron is not yet certain exactly what type of wheels were originally fitted and so a little more research is required.



The bike will be built to race and the intention is to compete in the classic Manx Grand Prix this year. Let's hope we see a successful outcome.

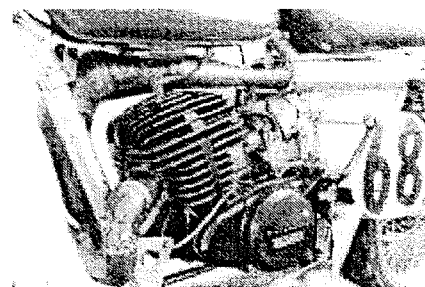
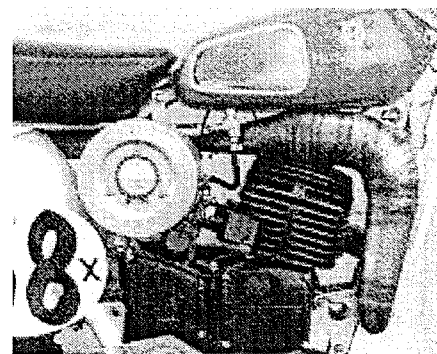
I will keep you posted as the restoration of this machine progresses but, in the meantime, watch out for an article on 500cc Twins!





Tom Heger of Hot Rod Husky announces--

-NEW TRICK HUSKY PRODUCTS!
 Hot Rod Husky Triple Clamps featuring all alum. construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation ! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum alloy. Cost is \$395 plus a little shipping. Hot Rod Husky now has a new product line of pipes for the 250 Mag and the 400 Husqvarna they are through the frame pipes with an alum silencer very trick! The price for the pipe is \$325 and

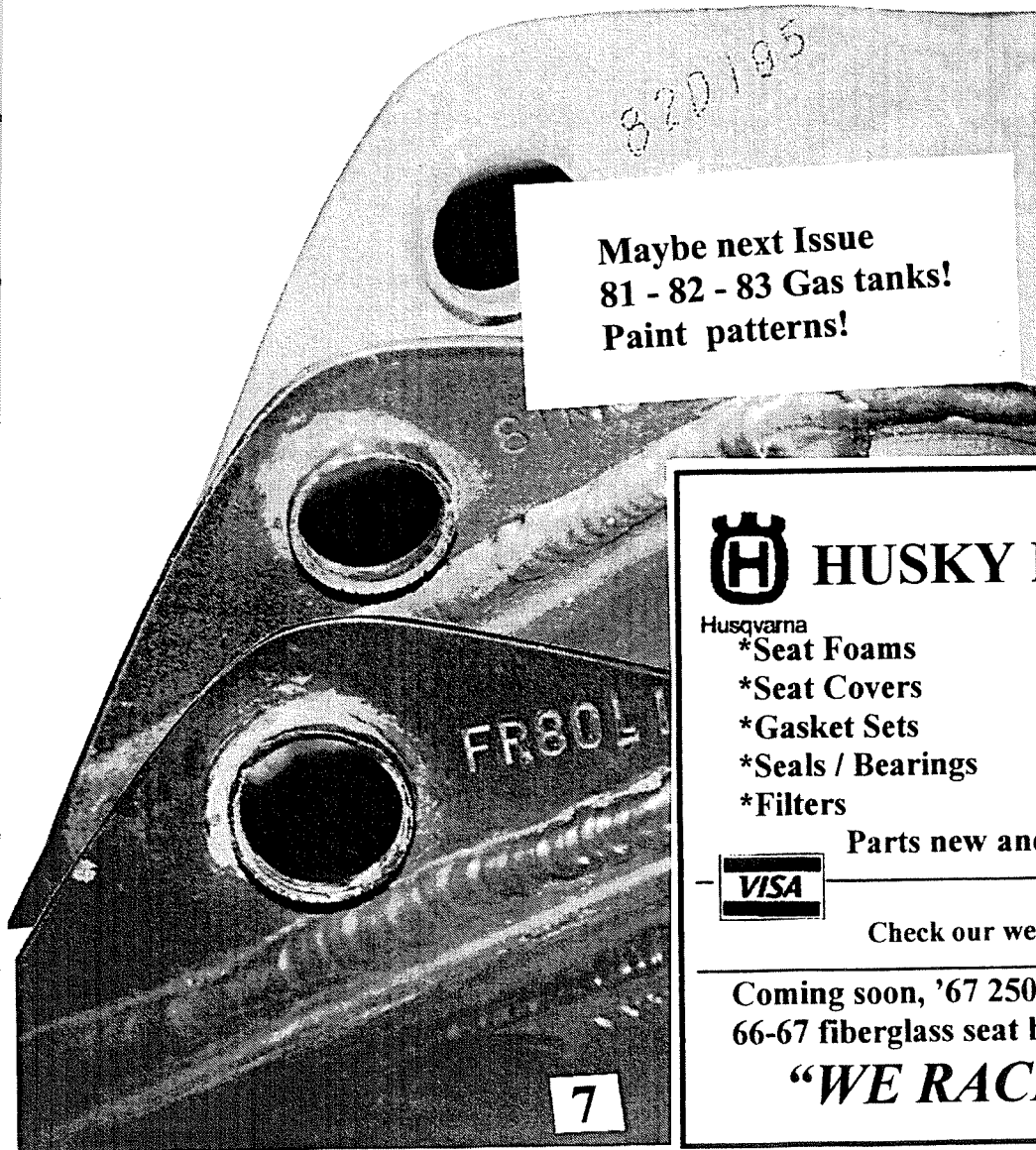


includes aluminum silencer, plus a little shipping cost.

Call me at 515-984-7911 after 5:pm CST or you may email at hrhusky@aol.com

I have sold five pair of Hot Rod Clamps in the last few months. I just sent a pair off to Italy! I have sold a pair in Australia and made a good friend there, I sold him a 250 motor and we talk all the time more than anything. I am like you , having fun talking to guys with the same interests

from all around the world - thanks to all you great hobbyist out there. Thanks for the Husky Report newsletter!!!



Maybe next Issue
 81 - 82 - 83 Gas tanks!
 Paint patterns!



HUSKY REPRO PARTS



Husqvarna

Husqvarna

- *Seat Foams
- *Seat Covers
- *Gasket Sets
- *Seals / Bearings
- *Filters
- *Fenders, plastic & fiberglass
- *Inner fenders; 66,67 & 68-74
- *66-67 Rear Fenders (fiberglass)
- *Air Cleaners (all)
- *Cables

Parts new and used; Check us out first.



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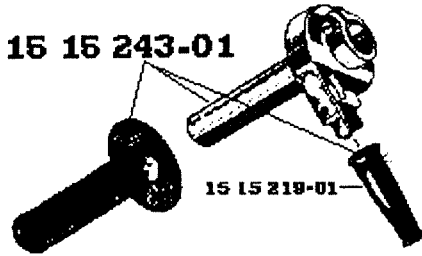
Check our website at www.amsracing.com

Coming soon, '67 250/360 handmade pipes, piston kits,
 66-67 fiberglass seat bases.

"WE RACE"



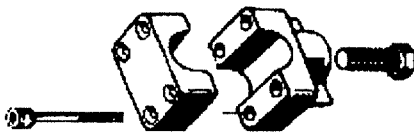
MegaClassifieds #22



For Sale -Brand Shiney 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 450's 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 ! - \$50+\$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!



wanted fo 69 400 cross timing side crank to suit femsa IGN email jhshwarz@hotmail.com ph08 83896398

86 Husky 510TE, parting out or complete. Bad flywheel and stator. Location: Roanoke VA Phone: 540 890-6433 Rusty<tcdea@yahoo.com>

for sale **2 Husqvarna gas tanks**. White aluminum tank off a 510 four stroke good condition, needs paint, gas cap dented at vent. \$50 1970-71 360 Sportsman tank, good shape,slight rust on chrome could be buffed off. Good shape inside. \$100 prices include shipping. Darryl Alcorn e-mail torsten@cell2000.net daytime phone 209-725-0505 PST

WANTED: Gas cap that will fit a '76 125CR, does not need to be the same year or model as long as it fits. Also, I'm looking for a motor (125) that will work in this frame. I thought I had one located but the guy would'nt answer my e-mail. Anybody got the older style round number plates for my '76, or a 34mm Mikuni ? Make My Day! harderrvh@cs.com

I have 2 Husky tanks in original boxes.! is15 14-053-01 red -'75 250WR,1 is 15 14-053-04 yellow-125WR.I would like to trade both of these for a '78 125CR nos tank,or 250 mag nos tank,or maybe both tanks and cash for a 250mag.Also looking for a 1978 125 CR .THANKS!! Rich Horstmeyer 785-625-4059 e-mail is richtwa@webtv.net

1970 CR 250 gas tank with two dents from triple crown contact; 1 chrome tank for 1972 CR 250; 3 MH frames, (#MH 1132, MH 2825 and MH 1047); 2 MK frames (#MK03730, and MK 15210) ; 2 MK 250 motors (#2028 0686 and #2028 0627), both with stuck pistons; 1 MH 250 motor with stuck piston Motor # NA); 5 MH seats , bases and foam is good but needs upholstery; 7 sets forks, MH and MK; 4 sets of MHand MK triple clamps with bearings; 13 MH and MK wheels; 5 MH and MK 250 exhaust pipes; 1 Pacifico after market tank for a Husky; 1 set of Husky chrome Girling shocks; a basket full of parts that include two aluninum air intakes, two crankcases, transmission parts, air filter cover and more. Parted out this would be worth a lot more but I'll sell the whole lot for \$2000 USA dollars.Contact Ron Keys 905 435-4901 or rkeys@idirect.com

I need a 82 430 exhust pipe in great condition part # 1514 4701. I have lots of 75 thru 86 husky parts. Bob Edgeworth Sequoia Truck & Cycle Parts 559 685 8190 home 559 686-8830,sequoiatruckparts1@prodigy.net

Parting out 3 Husky's!!! 79 390 OR,85 500 XC,86 400 XC...all almost complete,in various conditions.Complete frames,forks.a couple complete motors,shocks,you name it! Blkcwbyhat@aol.com, (480)946-0289 Arizona preferred

1970 Husky cross, 70% restored. ...1976 auto and extras...1976 mx frame... 1978 250 engine, extra cylinders, pistons, transmission parts, NEW rod assembly for 1978 250, wheels, and more..call 402-464-9654 or email crossing@inetnebr.com

1971 Husky 360C Enduro for sale or part out. Not beautiful, but complete and original, excellent resto project. Ran when stored last summer. \$325 whole, or part out. Call Kris 315-644-4880 or e-mail: fxlkoa@northnet.org Natural Bridge, NY

Hot Rod Husky Triple Clamps - All aluminum with Timkin roller bearings. Fabricated with 5mm less trail. Very Trick! Call Tom 515-984-7911 or hrrhusky@aol.com

1976 husky cr 250 all orig. except front fender and handle bars runs great. \$1500.00 or b/o takes it. 732-905-4993 e-mail iblocal469er@aol.com and put husky in the subject box.

Wanted: kick start lever or just lower knuckle for 81_XC250 must have the fine splines and be in good condition. Email bunkie66@aol.comThanks,Patrick Koval

Wanted 1980's Husky Enduro project bikes in Midwest (wisconsin) area, also Honda XR's jeffh27@excite.com eves. 262-886-0477.

Wanted for 1973 450 WR ignition system or one that will work (not running lights), have 1979 390 CR needs work for trade. Sonny 516 767 7533 or mcywrlld@aol.com

Wanted-Betor front end for 1977 125CR; triple clamps (aluminum! NOT stamped steel!)w/stem and fork tube assemblies. Correct forks can be black or polished (NOT offset axle) but will have Betor name and logo imprinted on top of fork leg. Don't need wheel. I have lots of stuff to trade! Located in western Colorado. Call, ask for Jim (970)263-9829 or e-mail gearheadjim@hotmail.com

'86, air-cooled, single shock, 4 stroke in close to orig condition. Reasonable!e-mail: islandinspired@earthlink.net

parting 87 husky 430wr--- front wheel--\$35, rear wheel--\$40, front forks--\$75, frame and swingarm--\$50, ohlin shock--\$75, seat--\$40, tank--\$25, radiators--\$35, front brake caliper--\$35, front master cylinder--\$35, bars--aluminum--\$25, carb--\$35, airbox--\$25, rad shrouds--\$15/piece, rear side panels--\$20/piece, tail light--\$15, headlight--\$15, pro circuit pipe(very good, no dents)--\$50, silencer/spark arrester--\$25, brake pedal--\$15, shifter--\$15, kicker--\$25 phone--4067775161, email brendanf@montana.com

I have a 1978 Husqvarna 250 OR all in original parts mint condition and just got a new paint job the only thing wrong is it snapped the Kicker Shaft in two willing to sell for no less than \$500
MxMax2@aol.com

1981 cr430 I think ! needs a kickstarter spring bike is complete and in fair shape. \$500 for quick sale. E-mail: ricfield1@aol.com or tel: rick (303) 808 - 8146 denve

Looking for husky auto e-mail:ricfield1@aol.com
tel: rick (303) 808 - 8146 denver

1981 430 wr or cr not sure ! in fair shape, ohlins \$500 call Rick 303 - 808 - 8146 Denver E - mail: Ricfield1@aol.com

I am in need of a silencer or a silencer/spark arrester for a 1970/71 400 8speed e-mail dirtcop66@aol.com.

For sale 1980 HUSky 390wr and 1976 250wr.390 is complete and only need carb work to run.Have spare carb and several spare tires.Good tank and original seat cover with no rips and good plastic fenders.Will make great bike with a little tlc.250wr was being restored and has 90% of all parts mostly assembled.Needs top end rebuild to run.Will sell both for \$900 or will seperate.(256)736 6012 cullman al email CntryboyP@netscape.net

Malcom Smith desert tank white plastic 4 gal will fit any air cooled husky \$100 plus shipping, complete rolling chassis for a 510 enduro, 40 mm enduro forks, various wheels front and rear call or e-mail for prices. Thanks Bill Goldsby 561-708-7172

I have a 1975 Husqvarna ML frame#07279 with a 1976 WR250 motor in it #2051-0725 has spark but veryweak had running in august have used plastic but needs new plastics sell as parts bike or fixer or will not partout. \$300 firm phone#(716)434-8757 Lockport Newyork 14094 ask for Andy or Kenny.

I need some gaskets and a carb to rebuild my 1976 WR360. The bike has less than 40 hours of use. Will sell or trade. John 408-846-7289 or johnpaskva@aol.com

"Mark Charles" swingarm (rear) stand for almost all Husky's. Folding or non folding OK. Don"Stockton California" hooskadon@aol.com Ph. 209.931.4006 Fax 209.931.9552

I have a 92 husky 360 and I need a pipe and muffler spark arrester. Thank you, jason bowman jg748@aol.com , 209-544-6500

No parts number on VDO unit I think it fits Husky that uses the two small end throttle cables. tool carrier works good on 450 and 400. I also have these gaskets: (3) 16 19 532 01 Gasket kit , (1) 16 19 524 01 " " , (6) 16 10 591 01 Center case gasket , (5) 16 10 639 01 " " " " , (1) 16 10 600 01 " " " " , (3) 16 10 841 01 " " " " ,(3) 12 25 447 01 " " " " ,(2) 35-45-11/6 fork seals , VDO Marked 21.000.00 32/9/1 3.72 2 3/4 outside 7/16 shaft "Charlie V." <bluemax11@hotmail.com>

i have for 510 air cooled 91.44 and 92.44 pistons, barrel, crank

assy black seat cover. all nos Fourstrokespares@aol.com

I have a 1983 125 cr in great shape. Only needs a new handlebar clamp(which Iam having made). Raced for 1 year, then occasional trail riding. Pretty sweet for its age. Looking to sell. Interested? Let me know. Heymartyg@aol.com

83 WR 430 excl. cond.still has original tires,\$1,200, 1978 WR 250 great cond.new top end,bike has very few hours,bike is complete including lights,speedo and tool bag,\$950, 1978 OR 250 good cond. this bike is also complete \$800,1992 wr 125 engine less ignition,motor ran but power valve didn't work also have raditors,sub frame and plastics,make me an offer,92 WR 260 pipe make offer,E mail :dejager8@optonline,973-697-0495,please no calls after 9:30 pm est.thank you

1) 1998 husqvarna WR360 for sale. Clean bike in good condition. New front tire. \$3500 firm email:weimedog@prodigy.net Phone number: 970-532-0779. This bike is titled and tagged for Colorado. Buyer needs to handle shipping and shipping expense for anywhere more than 50miles from my home. I will deliver for free anywhere within 50 miles.

2) Parts For Sale. Cases, 2nd Clutch pack, and 3rd Clutch pack from a 1984 AE500 husqvarna. \$125 email: weimedog@prodigy.net Phone number: 970-532-0779

3) Parts For Sale. A 1983 XC500 motor in rough shape. No ignition. Barrel has one cracked fin and one broken fin. The pistons and bore look usable. Gears and clutch seem OK. Cases have been welded. I would say this is good for the internals like gears and crank only. \$150 email: weimedog@prodigy.net Phone number: 970-532-0779

4) Wanted: Shocks for a 1982 XC430. I have a pair, one broken and the other good. Looking for a set either in rebuildable condition or in good condition to replace mine with. email: weimedog@prodigy.net Phone number: 970-532-0779

I now have a decent 1982 XC430. I want to build it up right. the motor is fresh but the shocks are beat up bad. The plastic is in good shape...nice builder. I sold my AE500 and got this one with the proceeds. Thanks for your input in the past. Walter Logan 3516 West County Road 8 Berthoud, Colorado; 80513 Phone Number: 970-532-0779

Wanted: Husky 510 4/stroke air cooled any year, twin or single shock or just motor or top end ie cylinder +cylinder head + piston etc. I also have a 250 8-speed bolt up frame Husky Basket for rebuild and renovation for sale or will trade for 510 air cooled bike or parts Ring Sean England, Oxford UK,Shipping or postage no problem. Telephone United Kingdom +44 1865 714409 seanhughes57@hotmail.com

For sale: Large collection of late 60's to mid 80's Husky parts. Will sell individually but would prefer to sell as a lot for \$800 US. Call Steve 416 281-8848 or sray459482@aol.com.

Hello, I found this Husky for sale in Belgium. Price is NLG 4200,--, it is in good condition, not restored, has good compression, shifts through all the gears, clutch works, but I could not start it over there. Regards, Guus Mulders (Maico nut)(Netherlands)"Guus & Gerry" <gerry.brink@wxs.nl>

83 WR 430 excl. cond.still has original tires,\$1,200, 1978 WR 250

great cond.new top end,bike has very few hours,bike is complete including lights,speedo and tool bag,\$950, 1978 OR 250 good cond. this bike is also complete \$800,1992 wr 125 engine less ignition,motor ran but power valve didn't work also have raditors,sub frame and plastics,make me an offer,92 WR 260 pipe make offer,E mail :dejager8@optonline,973-697-0495,Bikes located in north west New Jersey,will arange shipping for additional cost,please no calls after 9:30 pm est.

MINT, like new, 79 Husky 390cr gas tank. NO DENTS or rust!!!! Has peacock but no cap. \$110. Also 2 NOS skid plates for same bike. One is aluminum, one steel. \$35/ea. your choice of materials. Buyer pays shipping. Randy (919.489.0576) or via email at randy@27beverly.com

"For sale: 1992 WXE-350 enduro, runs great, well taken care of, and is a rare one that slipped thru the cracks - street legal, tabs good thru 3/02, \$1000+ in extras (excel rims, rental bars, UFO hand guards, kevlar ceet seat, baja designs street kit, +++). Box full of extras comes with it. \$1950 obo. Located in Lacey, WA. 360-438-3439 cougkyle@qwest.net"

1993 Husky 360WXE in good condition. Fast bike, good seat & tires TEL RICK: 303 - 808 - 8146 (Denver) E - mail: Ricfield1@aol.com

Wanted: Motoplat for a 79 390cr and any service, technical information at all. Please email warthog@flattops.net or call Jerry @ 970 826 0165

For Sale - 1983 Husqvarna 500CR Excellent motor, wheels, forks and shocks. Kick start return just rebuilt. New chain and sprockets. Needs Motoplat. Complete or will part out. Toledo, OH area. Make offer. Call 419-829-4845 or email jmiller@toledolink.com

1987 WR 430. Runs good and has been stored for 3 years. Needs some minor work. 30 over piston. Good tires. \$1000 OBO. email yankee@wnm.net Dan Lauzon, 901-756-6032. North West Mississippi.

'83 Husky 500CR - excellent motor, forks, shocks, wheels. Rough plastic, needs Motoplat or PVL. Make offer. Toledo, OH area Call Jim at 419.829.4845

For sale 76 wr 250 bike is in excellent condition,works shocks,second owner, bike is 97% original. 1000.00 o.b.o. Iam in los angeles, Ca ph. 323-550-1069 ask for Dave

I have some husky parts 4 sell ex.250 mag bike www.cyclematrix.com (salvage yard)

Excel rims, all white plastic, frame is powder coated white, kevlar seat cover, protech front shocks, white bros back shock, beautiful bike, set up to race but only ridden in trails \$3,000.00 FIRM call Rick at (816)213-7992 leave message or e-mail at rick033@webtv.net location Liberty, MO.

Wanted- Kick start lever assy,for fine splined shaft and a countershaft sprocket cover a 1981 XC 250. E-mail me at jrjam79@home.com.

need 1985 wr 125 water cooled husky top end kit and cylinder sleeve. Scott Babbitt 1175 Delsea Drive Woodbine, New Jersey 08270 chpedals@aol.com any info would be greatly appreciated. Manual would be great also.Scott babbitt 609-861-5966

1971 360C in excellent shape, all complete, \$2,000 obo, 1969 250-8

speed that needs total resto, \$250.00, 1976 360 auto, tranny out, comes with many nos tranny parts. Nice tank, fenders, pipe, seat, have both owners nd shop manual, \$650.00. e-mail @ slvrfx9631@hotmail.com or 319-377-7601 days, 319-362-2018 nights. Bill

1969 and 1971 Sportsman motors - 8 speeds, rough condition, in Arizona, call Bob White at 520-428-5721

1970 Husky 360C gastank, rechromed - \$150 Call Bob in AZ at 520-428-5721

1970 250 cross MH 4904 , 8 speed, nos cases, nos gears, 90% nos motor done by John LeFevre as well as flawless paint, new covered seat, new chain guard, new sprockets, but does need some finishing, call Bob White in Arizona at 520-428-5721

1968 Commando 250T - 85% complete, #168294 and numbers match , bike is in AZ call Bob at 520-428-5721

1985 WR 400 , excellent condition, 90% machine, rebuilt engine, top and bottom end. New tank and fenders, lots of spares, tank, fenders, lights, 2 new rear sprockets and 2 new counter sprockets, lowered 3 inches, california title, owners manual \$1500 or trade or best offer call Phil Rader at 805-438-3295 in CA

Color prints of Husqvarna 63-64 250 model motocross, made in Sweden , contact Jonny Johansson, Box 3130, 443 03 Stenkulle, Sweden. Various sizes of prints of a watercolor rendering. \$15 and \$5 ship for large size. Can also supply Adler, Monark, Greeves early mx types.

1966 Husqvarna 250 MX restored , mint, #'s match, 1 of 72 , \$9000. 1966 Husqvarna 250mx exact bike used for Edison Dye dedication at Glen Helen and Anahiem Supercross, runs xcellent, #'s match - \$6900.

1970 Husqvarna 8 speed, Hipoint tank, \$2100 Call Brian Grade in CA at 949-248-2591, bgrademd@aol.com

Wanted in Western Australia - gearbox output shaft #16 12 473-01 to replace 16 12 841-01 , also would like splined sprockets to suit 11 teeth and 12 teeth

Call Dave Jarvis , Western Australia - 08 97258213

Wanted - photocopy of 1986 510 TX parts list, contact Jim Hobbs at 425-252-6918

Wanted - 1974 400 WR call Steve at 413-736-7013 or in evening at 413-599-1534 or tougi@aol.com

WANTED: 82 Husky seat. jpp@2xtreme.net Ask for J.P. 916-791-3340

82 430 XC , I am looking for exhaust pipe and stinger for my bike; I damaged mine out Ice riding. Thanks for now, Duncan rosevalley.rednecks@sympatico.ca

Wanted a nice fule tank for an 86 cr 250, also looking for a set of white power forks and triple clamps for 87-91, I relly need the clamps I have a set of forks , but if I have to take a hole front end I will. You can e-mail me at moparlee@hotmail.com or call (419-332-5208)

Mahle NOS, piston kit for 1976 husqvarna 175 XC/ CR. includes pin and clips with ring. \$110. and small amount to ship/ This piston will work, in a 125 to 175 conversion, if the reeds are used. 1969 husky four speed bottom end from a CR250. for sale, clutch, trans case, and flywheel and ignition are intact \$150. and shipping/ 1979 husky 250 CR pipe in great condition/ \$85. and ship/stock skyway muffler for 1979 CR250husky/ \$45. and ship/ parting out complete/ 1979 husky cr250 motor / let me know what you need. Lots of other husky parts

available. Or trade for 1974 husqvarna CR parts,, mag or CR400. E-mail huskyrips@yahoo.com

1982 125WR Frame #WN14151,motor # 2069 2631. Ex. cond., new 1st over bore and piston, PVL ignition, 34mm mikuni carb, rebuilt ohlins piggyback shocks, boyesen reeds, straight tank w/good paint and decals, new acerbis CR rear fender, Defender front, head and tail light intact. \$1500. Dennis Fritch 816-741-0770.email jacquef@aol.com.

Wanted: Need side number plates for my 81 430CR. Have 81, 82, 83 parts to trade, or will pay cash. Steve Day, Iowa Falls, IA. 641-648-9529 or sday@cnsinternet.com.

1982 125WR Frame #WN14151,motor # 2069 2631. Ex. cond., new 1st over bore and piston, PVL ignition, 34mm mikuni carb, rebuilt ohlins piggyback shocks, boyesen reeds, straight tank w/good paint and decals, new acerbis CR rear fender, Defender front, head and tail light intact. \$1500. Dennis Fritch 816-741-0770.

email-jacquef@aol.com.

I'm looking for a crankshaft and piston rod bearing for a 1986 WXE, or looking to sell for parts. New motoplat ignition, mint condition, besides the obvious. To contact ; email at JTownsend@Toromont.com

Wanted a nice fule tank for a 86 CR 250. Call (419-332-5208) or e-mail moparlee@hotmail.com

WANTED - 87or 88 WR-430 with blown motor or no motor Thanks,Al, acatman@erols.com or acattlett@wcupa.edu

1991 husqvarna 260 wxe runs great, looks great. excellent overall condition.\$1600 email ridehusky@msn.com or phone 909 696-1358 riverside california.

1987 husqvarna auto 430 runs great , looks great. excellent overall condition.\$1100 email ridehusky@msn.com or phone 909 696-1358 riverside california

I have a 1978 husy 250 OR I need a kicker shaft for it I snapped the orginal, if you don't have one I'm willing to sell the whole bike for \$700 It has all orginal parts and every thing so just pass it around please, I live in Georgia

MxMax2@aol.com

78' 390 parts for sale. new piston(2nd over) cly.w/new la sleeve. ms dez. tank and skid plate. plus various gaskets, seals and parts. \$300.

e new some used. call 310-937-8289 ask for Dan Griffin, Redondo Beach, CA.

daniel.e.griffin@rssmb.com

Wanted White Power forks and triple clamps to fit 88 cr 430.Call 419-332-5208, or e-mail moparlee@hotmail.com

Husky expansion chamber that I aquired several years ago . It came mixed in with a catch of Penton parts i had purchased. It seems to be about 1974 vintage,it has a built in Skyway silencer held in with a large snap ring and has some type of diffuser disc on the end. The inlet of the pipe is approx. 50mm and the heat shield has elongated holes (as opposed to round ones). It is in like new cond. with very little use on it. I would like to sell it if i knew what model it would fit. it looks like it would be for a 250 or bigger..Joseph George . (972)242-5580 jjtfim@mindspring.com

1987 WR 430, frame with airbox needed.. all plastics including gas tank and fenders 610-348-4426 West Chester,Pa.....call anytime...fmiley@wcupa.edu

Husky pistons and ignitions Wisco 72-74 125 cc 1-040 1-080 \$85 each Wisco 72-74 400cc 1-060 2-080 \$90 each Motoplats 2-large Taper big flywheel \$100 each 2- SEM's Small Taper with coils \$100 all Plus shipping on ALL parts Lots of other parts Call Tom (517)349-0326 Thanks, Tom Boyd 3741 Meridian Road Okemos MI 4

Need an engine for a husqvarna 1985 WR. please call (209)962-7656. Ask for Luke or Adam or email at a.woodruff@neteze.com - We are in Yosemite, California.

out of work IM selling my baby 1979 250 husky cr recent engine overhaul complete. new sprokets rear tire and rear shocks and chain. bike is in good shape looks like the photo # 2 on this web site only thing this bike needs is a kick starter and a new set of rear brake shoes my name is russ and you can call me in spokane wa at 509-747-2906 home # or e mail me at krc1220@yahoo.com i will take \$600 obo

98 husky 610 i need a cylinder, top head, and crankshaft for a 98husky 610 dirtbike george petney 1815 springhill rd. portage, pa 15946 phone (814) 736-8981 dmp@uplink.net

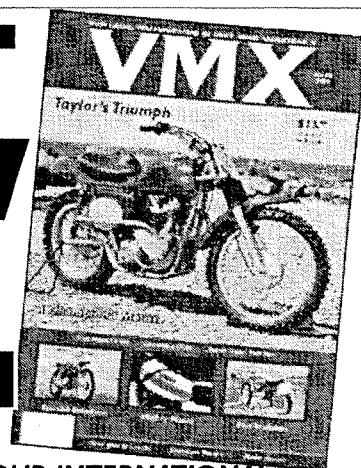
I have a 86 125 1st over new rod kit bike very nice shape sat for a while needs nothing runs great. Speedracerv10@aol.com

Wanted: 1986 Husky 510 4-stroke, any condition considered.E-mail: islandinspired@earthlink.net. Phone 949 -380-3939, Marty, in Southern California,

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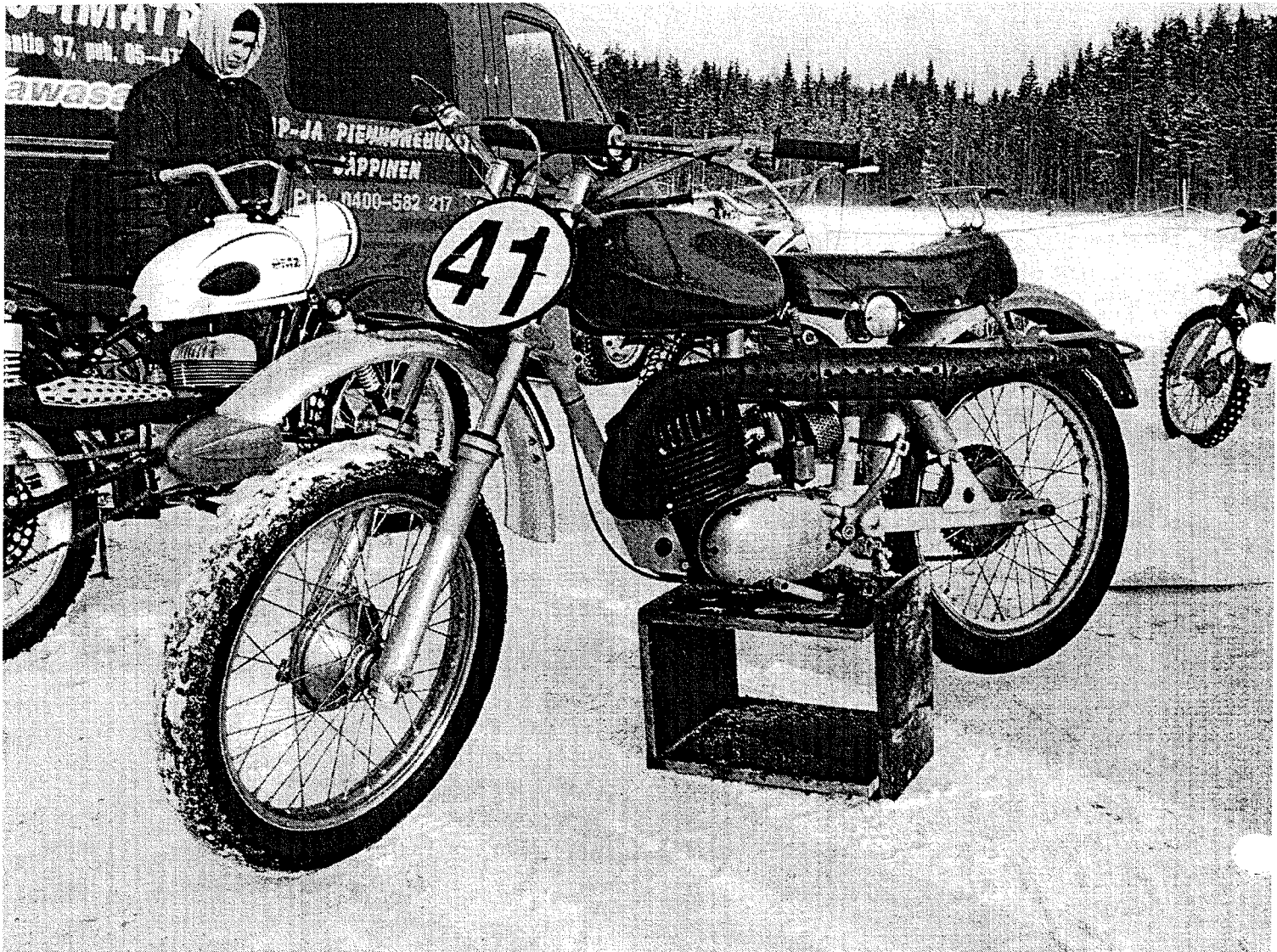
Ice Racing a vintage Husqvarna

Hello Husky Club,

Here is a photo of my ice-racing Husqvarna. It's not a beauty but seems to do it's job properly: I won both 250cc class and the over-all-competition last weekend (Feb 2001)! This bike is put together on parts that were available in garage: the frame is from Silverpilen 1956, front end is from 1969 motocrosser and the motor is a 1965 250cc cross. Spikes are forbidden in order to keep the speeds under 150 km/h..

Terveisin from Husky Club member

Juha Monto in Finland - juha.monto@finnforest.com



Vintage Font from a 1958 282e Silverpilen. Since the ice racer above has a 282e tank, I thought it would be appropriate to place here.

Husqvarna

CONFESSIONS OF A HUSKY FANATIC

Dennis Fritch, 816-741-0770.email - jacquef@aol.com.

Bought my first Husky in December of 1998 after tiring of setting in the truck, watching my son Ride his bike. I answered an add early one Saturday morning for a 1980 125WR for \$750. In high school I longed for a yellow tanked 125CR when they first came out and was slightly

disappointed to see a 1982 blue tanked WR. This did not dissuade me from buying the bike. In my quest for a few parts to spruce up the WR, I came across another ad, Husky Project Bikes \$50-\$500 + NOS parts, and had to take a look. When I walked into Dan's shop I was in awe. There had to be 50 old Husky's lined up wall to wall in various "Project" conditions, I was in Husky heaven. I

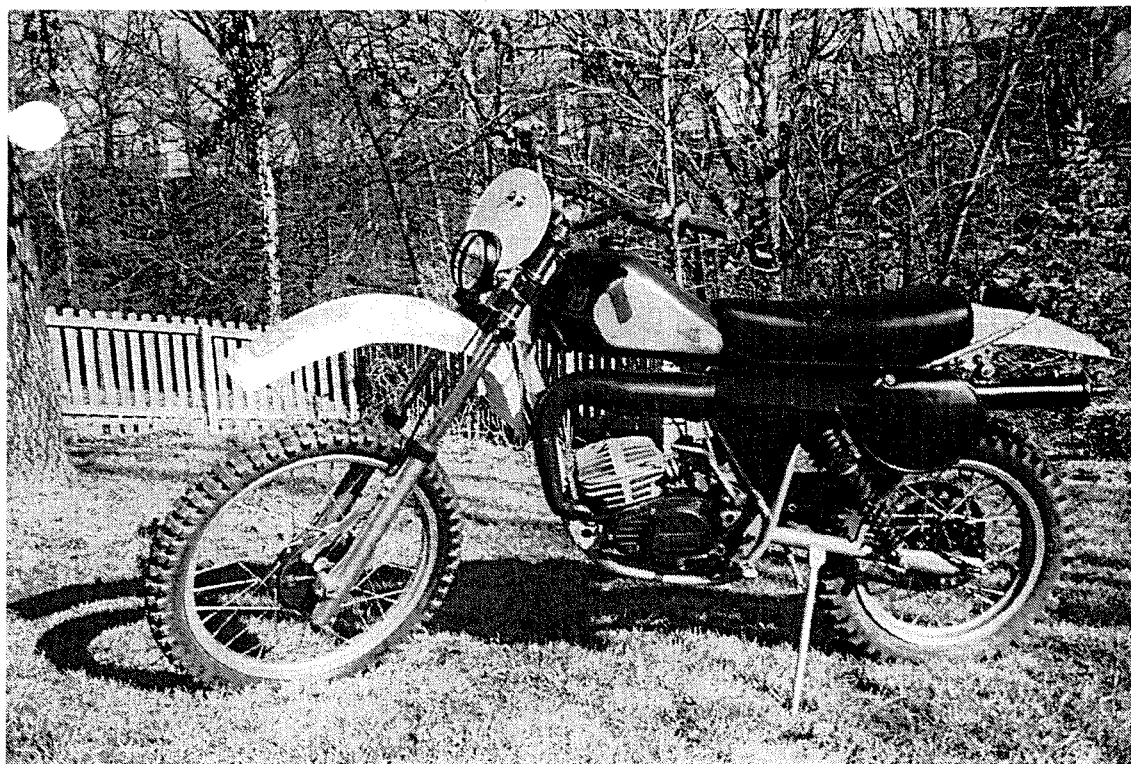
emptly spotted a yellow tank amongst the red and maroon 250's and 400's. I kept this in the back of my mind, I was here for parts, not another motorcycle. As I was driving home I thought about the spare motor I got with the WR and if I could get the old crusty CR roller I could have two motorcycles for the price of one.

Found out on the second visit that the bike was more or less complete, just scattered around the shop and for \$300 I could take it home with me. THIS did not dissuade me from buying the bike. After a ground up restoration and nearing \$2000 I have a beautiful 1978 125CR that would not be for sale for any amount of

money .Another trip to Dan's for parts and I spy a 1979 125CR blue tanked parts bike and a 1974 125SC, good chassis, motor stuck, and I do mean stuck. Well for \$400 I can have both bikes if I bring back the 250 motor that's in the 1979 frame. THIS DID NOT DISSUADE ME FROM BUYING THE BIKES. After much research, time, elbow grease, patience, guidance from fellow Husky members, and lots of cash I am a fairly competent mechanic and restorer. My wife sure is glad Dan ran out of Husky 125 stuff !



Pictured Dennis's 74 125SC fully restored and legal for AHRMA 125 class. The other an 1982 125 CR is a bike Dennis has for sale. It has a new PVL ignition, a 34 Mikuni, and rebuilt Ohlins shocks. You can see his ad in the megaclassifieds .



In a followup note from Dennis: Did you know that **Pro Circuit Racing** started life as a Husqvarna dealership? **Rick Asch** supplied racing expansion chambers and I believe the engine modifications. Does any one know if Rick is still around and willing to share any vintage secrets around 125 modifications?

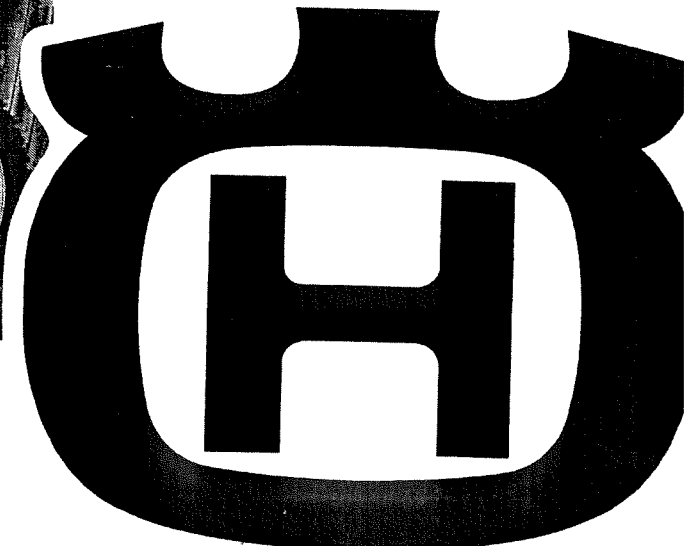
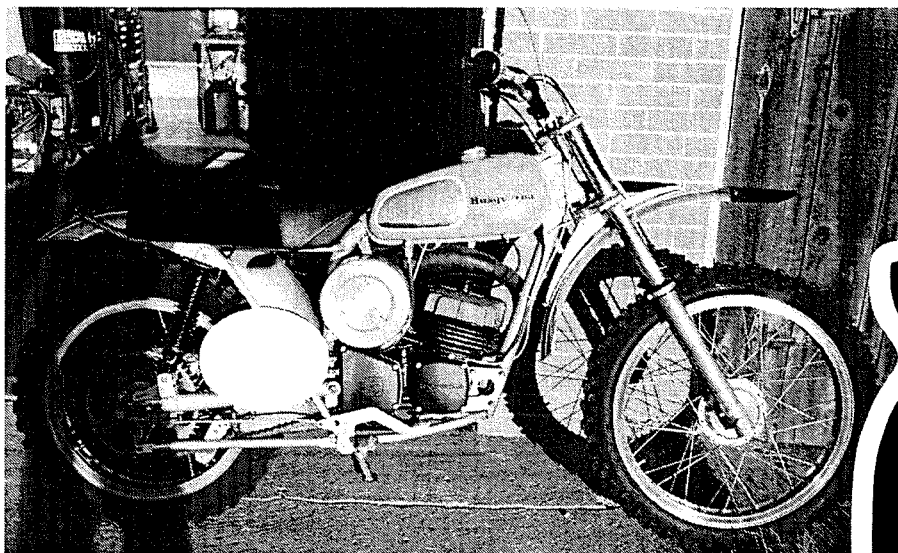


Rick Horstmeyer, Hays, KS - 913-625-4059

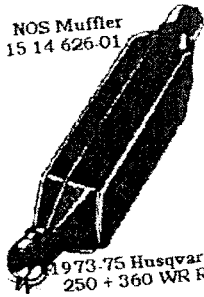
Hi Husky Club,

I enclosed a photo of my '91 Husky 610 #34 and my 93 360 WXC. Both still run great and neither one has had any problems or had the engine apart.

They have both been ridden hard in many states. Also included is a picture of my 72 125CR which was restored by Vintage Husky before I bought it and it is beautiful. My biggest thrill was to watch my 21 year old son ride the 72 125. He has ridden my newer Huskys for years but had never seen what the Huskys looked like back then except in old pictures and brochures. He just kept saying "That's really cool Dad" over and over, and I beamed and said "you see why I fell in love with Huskys".



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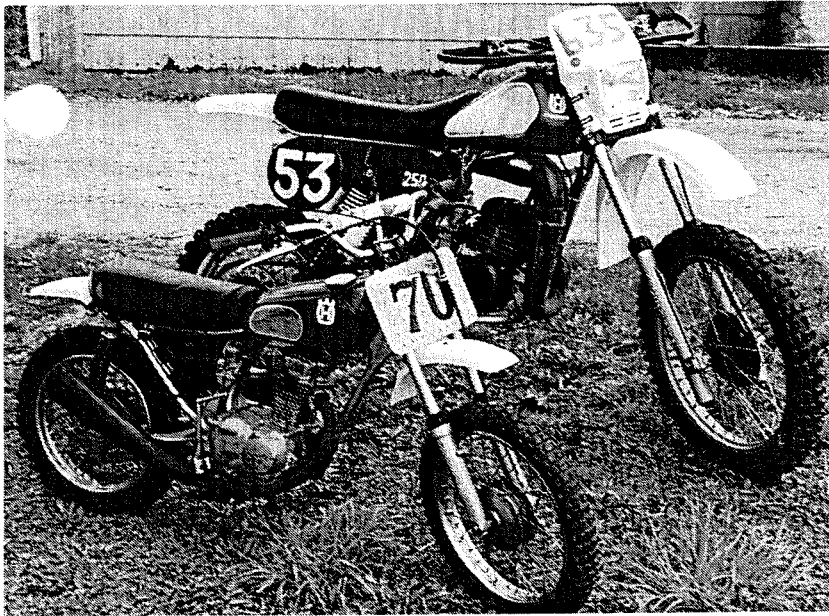
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Larry Baron, Brook field, IL

Hi Husky Club,

I am the long time owner of a 1981 250 CR and thought you might like a photo to run of it. It has been my ride since 1988. I use it to run Bill Gusses Bike Barn "Moose Run" every year. It is a blast and he has a vintage class! . The other bike is my Hondavarna, a 1975 XR75 done up in Husky style! It gets a lot of attention
Happy Huskys to all you club members

Larry

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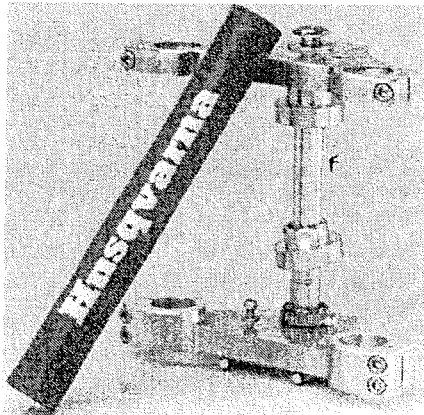
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NEW TRICK HUSKY PRODUCTS! **Hot Rod Husky Triple Clamps**



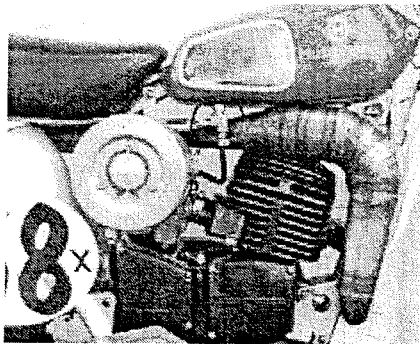
featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum alloy. Cost is \$395 plus a little shipping.

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Hot Rod Husky now has a new product line of pipes for the 250 Mag and the 400 Husqvarna they are through the frame pipes with an alum silencer, 5 lbs lighter than stock with better power band! The price for the pipe is \$325 with silencer. Call me at

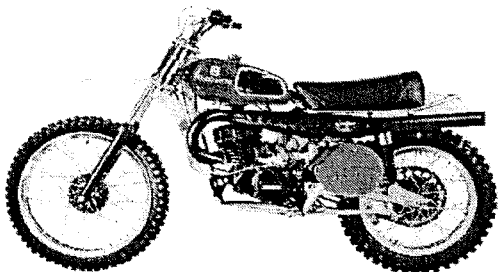
515-984-7911 after 5:pm CST or you may email at hrhusky@aol.com



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Introducing...

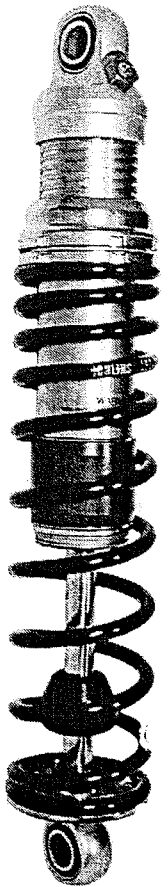
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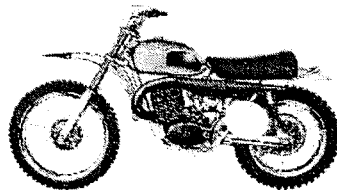
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