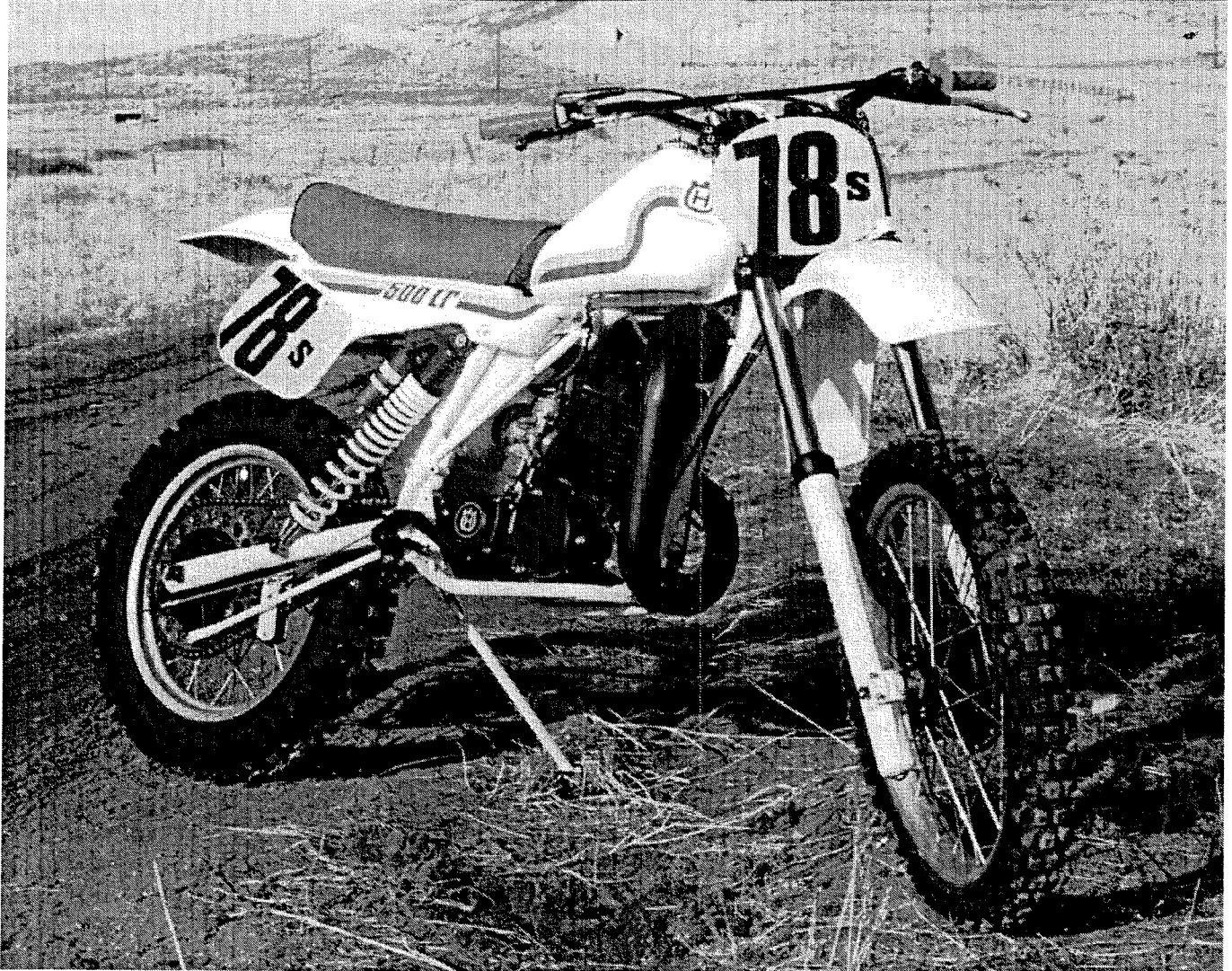


Husqvarna Report #26

www.huskyclub.com



Weapons Of Motocross Wars - 1983 500 CR

This is not your father's Oldsmobile!

Stuff Inside This Issue -

Richard Townsend's 83 500 CR - past and present
Paint Formula - Husky Automatic Green - Mike Miller
Tosh Konya solves Hard Starting 360 - use your head
Readers Write -
Score Plans 2002
Bruce Conrad Advises on Baja 500

Mike Gibson's 83 430 WR - try it , you'll like it
Husqvarna 101 - fabricate a case splitter!
Richard Digby's 500 Husky Rules England
The Cycleliner in 1972 - where were you in 72
Malcolm Smith Replica Sticker
Megaclassifieds - lots o stuff and dirt cheap

Back to the Future

500 cc Time Machine

1983 Husqvarna 500CR

By: Richard Townsend

The bike was in fairly rough condition when I bought it. The silencer fell off. Most of the paint was gone as well as the graphics. The wheel bearings front and back were frozen and the steering stem bearings were rusted. The chain and sprockets were shot as were the tires. The fork seals were blown also. The expansion chamber was cracked at the frame mount where the tank and seat meet and had to be welded. The only thing that was in really good shape was the engine, which is very solid.

I bought it from a riding buddy who only had it about a month. He had a friend who was liquidating a lot of old bikes from his garage and my friend was looking for a bike to possibly get into Vintage MX. As soon as I saw the bike, I asked him to let me know first if he ever decided to sell it. He rode it several times and then told me I could have it. I believe I am the fourth owner of the bike.

It's a beautiful machine! It is a fairly unusual bike, at least in this region it is the only 500cr currently competing in the AHRMA, Rocky Mountain Region, Post Vintage series. Additionally, I have never done a restoration to this degree before. I have been repairing and rebuilding MX'ers for decades and decided that I wanted this one to be as complete, original, and perfect as possible. One more reason is I wanted it to look as good as it is fast! This bike makes unbelievable power and actually weighs less than a stock 430wr.

I have spent the last three to four months, working in my spare time, getting everything together. In man hours, probably about 80 to 100.

The biggest single challenge was finding original and NOS Husky parts. Even though it's an '83, many of the parts are not

available anymore. The plastic side covers are virtually impossible to get and the chain tensioner/roller took forever and was expensive.

At the onset of this project I decided to powdercoat instead of painting it. On the '83's almost everything was painted. I had the frame, swingarm, fork tubes, rear brakestay, kick stand, shock springs, and the gas tank all coated.

The most rewarding moment was seeing the frame and components after the powdercoating. It's an amazing difference from how it looked when I got it. As you ride a bike you tend to overlook a lot of the little flaws that come from normal use. The bike stills feels like it is pretty clean. But when I got it back from being coated I actually procrastinated putting the engine and wheels back on because the frame looked so beautiful. Much prettier than stock.

As I couldn't afford to go with titanium, every nut, bolt, and cap screw, that could be, has been replaced with stainless. I also spent many man hours polishing parts. The front brake stay, motor



mounts, and the rear sprocket have all been polished to a mirror finish. I also polished the float bowl and slide cap on the carb and the levers and perches and the throttle grip housing.

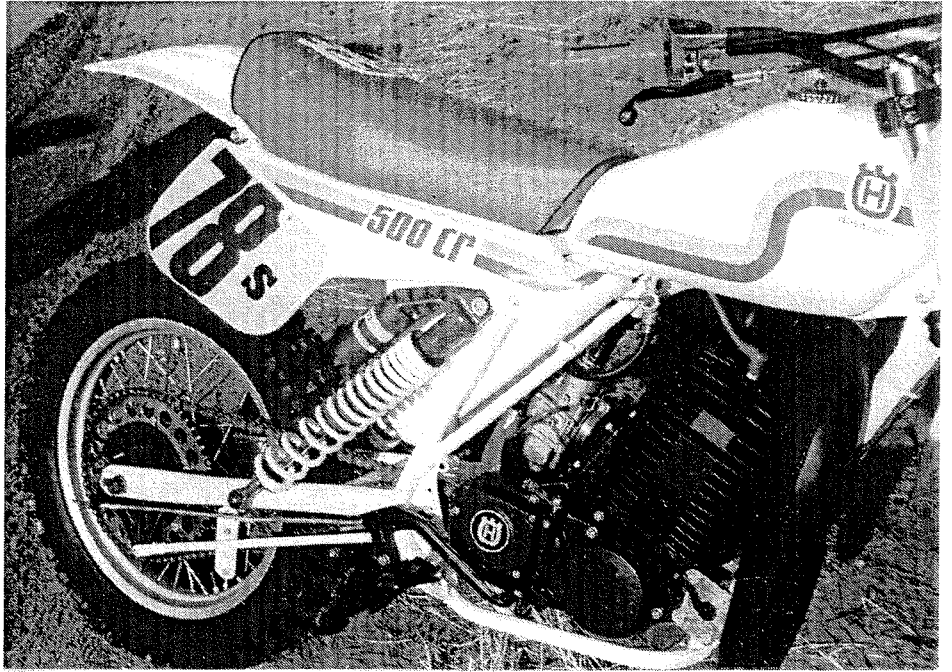
Everything on the bike other than the fenders is original Husky. The levers and throttle are the original standard issue Magura. The tank is original, however the seat has been recovered. I use it strictly for racing in the AHRMA, Rocky Mountain regional MX series. I plan on entering several national AHRMA events this year as well.

Best suppliers:

1. Halls Husqvarna. They have the best supply of NOS Husky parts.
2. AAA Metric Supply. All the stainless parts. They have a great supply of parts at a great price.
3. Roadrunner Fabrication. The powdercoat. When a flaw was found in my tank, they re-coated it at no charge.
4. European Dirt. They're an old Husky dealer. Provided the repro graphics, which look perfect.
5. Performance Cycle. Very helpful with misc. after market products.

It was a labor of love. Working on and restoring these bikes is almost as much fun as racing them. When I am home, my garage is my favorite place to be.

What I like most are some of the detailing/ customizing work on the bike. Some of these may not be glaringly apparent at first glance, but definitely enhance the overall package. I also loved the look on the previous owners face when he saw the transformation of this bike.
Next project: My '83, 430wr.



Richard Townsend
infosysassoc@aol.com
720.981.1085



Malcom Smith Fender Sticker used in the late 70's on MS Replica Husqvarna. This sticker is shown exact actual size.

It has four colors: white, gold, dark blue, black. The off white surround shown here is actually super glossy slightly off white, this white shows thru in 10 small places as well as the surround. The dark blue is used in 5 places - inside logo, outside logo, each of the three panels "gold", "Medal", and "replica". Black is used for all other outlines and letters. Metallic Gold, with a very very fine grain is the fill in the majority of the decal.

The decal was fabricated by applying the colors on top of the glossy white. The gold was done first, then the blue then the black. This "inked area" (the majority of the sticker) has a kinda flat finish while the white is very glossy.

An oversized pattern is provided elsewhere in the newsletter. Hopefully some graphic skilled person can take this and produce decals for club members and send me some as well.

Anybody got a Burleson Replica sticker I can borrow?

HARD STARTING HUSKYS

By Tosh Konya

This only happened on one bike but I'm sure the malady afflicts others of that same era. The bike was a '69 250 motocross and it was a hard starter when cold. We usually had to tow it to start then it'd run OK and restart fine all day. It happened in early-1970 so it's not as if this bike was a pile of junk.

One night I decided to lap the barrel flange to the cylinder head in hopes that it'd help the cold starts. The iron cylinder liner protrudes above the cylinder fins and mates into a recess in the cylinder head. Like the air-cooled VWs, this is a metal-to-metal fit with no gasket necessary so the other portions of the head and barrel shouldn't touch.

I applied valve lapping compound and a dab of water then spun the head a few times to check the pattern. After flipping the head upside down, I noticed only a small amount of the lapping compound had been disturbed. Puzzled I looked at the barrel and could see nothing amiss. I wiped everything clean and sat the head on the barrel and using a flashlight noticed there was no gap between the non-sealing surfaces of the head and cylinder.

Obviously it was a factory boo-boo and either the recess in the head had been machined too deep or perhaps the flange on the end of the barrel didn't protrude enough - neither of which was fixable in my garage. When towing it to start, that area would be drenched with premix and partially seal, then the engine would fire reluctantly and once warm expand to where it had clearance and was sealing on the correct surfaces.

I took the cylinder head to a machine shop and had them shave 0.040" off the bottom (Fig 3) then came home and reinstalled the parts. The bike now started like a normal bike 2-3-kicks of the kickstarter, even when stone cold!

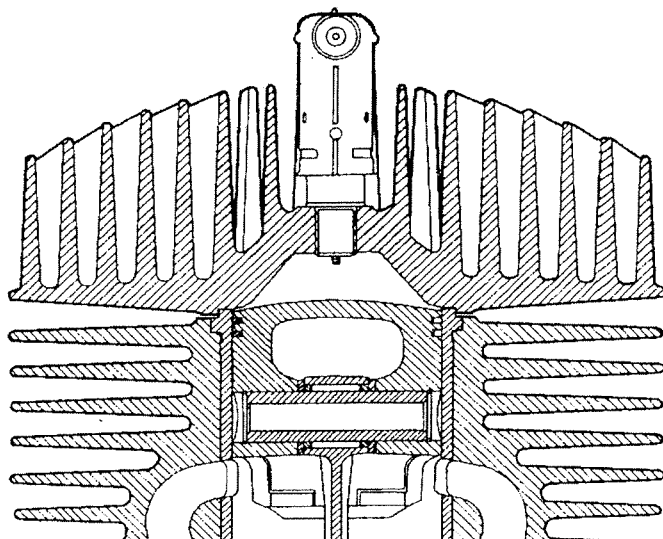


Fig 1

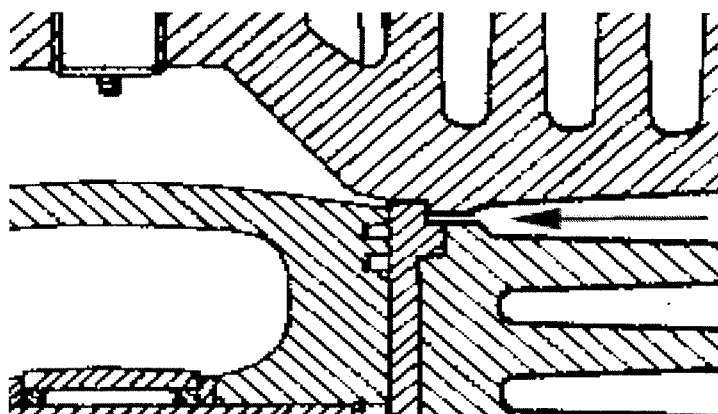


Fig 2

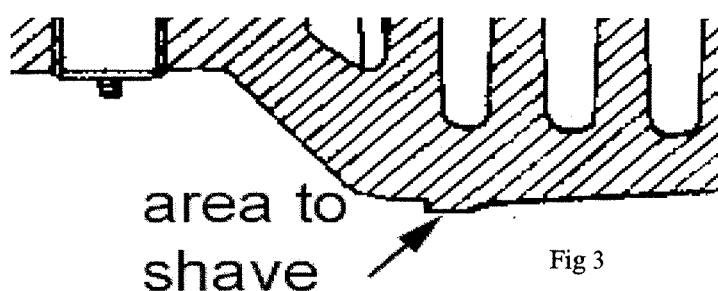


Fig 3

More Megaclassifieds:

WANTED— Steel front fender for 1971 360 Sportsman in any condition. I have been told that the correct fender has the same type of Roll/Crimp on the leading and trailing edges that the rear steel Sportsman fenders have on the trailing edge. Any Help with this item would be appreciated. Call Bill at (760) 355-2378 or email bmcnees@satcom.net

Wanted - advice or assistance with fabrication of new sets of clutch shoes for Husqvarna Automatics. I am tooling up to do this - e-mail mike poole at mpoole9783@aol.com

FOR SALE— I have a few sets of NEW in the box Gurling shock dampner units and new in the box springs. Can put together complete sets with rechromed covers. Will consider trade for early NOS cables. Call or email for info. Bill at (760) 355-2378 or email at bmcnees@satcom.net

'82 Husqvarna 500 CR- new fenders, chain, cables, air filter, bars, levers, side panels seat cover, motor gone through by Vintage Husky- Xlnt condition- Photos & shipping available - \$1795. (2nd bike) '78 Husqvarna 390 CR- new tires, fenders, air filter, chain etc. Xlnt. condition . Photos & shipping available. \$1195 "craig lauterman" <lauterman@hotmail.com>

1988 wr430 husqvarnia,runs great,good condition,asking \$1200. call 610 987 9522. i can email pics Fulm7@aol.com

Paint Formula

Husqvarna Automatic Green

by Craig Comontofski

Actual research and use by Mike Miller on a 76 Automatic 360

You knew it would happen sooner or later but a computer match of Husqvarna Green has been undertaken by Mike Miller, Belleville, IL. This formula was tested numerous times until the correct green was achieved.

Dupont Basecoat/Clearcoat, ½ pint formula is:

830J Green tint — 36.4 grams

841J Yellow tint — 67.8 grams

801J White tint — 72 grams

150K B/C balancer — 177 grams

175K Binder — 219.2 grams

This is a running total formula, a paint mixer will understand. You “tare” (or zero) a ½ pint can on a paint scale and add components until you reach the above values. Total weight of ingredients would be 219.2 grams.

The gunsite logo and **Husqvarna** on the tank side was silk screened on in white, as was the –

Important

**Engine MUST be at IDLE
before engaging gear drive**

Which was put on the tank just above the gas filler neck by 15mm, and centered on the tank. The made in sweden sticker was 58 mm from filler neck to decal bottom.

The 1977- 83 **MADE IN SWEDEN** sticker, had the Swedish flag at upper right, and was applied to the tank after all other painting and clear coating was completed.. *This is a peel and stick type sticker.*



The 68-76 water transfer type **MADE IN SWEDEN** with the Swedish flag at lower left, was also applied after all clear coating was completed.



#26 Readers Write

SCORE Vintage Classes

Ron Akin is a guy that I built a bike for and have know for a few years is the one that came to me with this Hair-brained scheme, and I told him he was nuts, anyway he wants to race the SCORE series on an old Husky.

After talking to Mike Harper I emailed Sal Fish at SCORE and a couple of days later he called me and we discussed setting up a vintage class to run the SCORE series. Sal's suggestion was to get Cyclenews to do a story to build some interest in setting up a class. Sal indicated that the class could be setup using whatever rules anyone wants to make. I don't know if you or anyone in your club wants to research some rules or use AHRMA or CVMX whatever to set the parameters for the class. John LeFevre suggested pre 74 and a Evolution GP class, I was thinking that for now maybe we should go pre 74 but perhaps you could discuss it with come of your club members that may be interested. Let me know what your think.

Thanks, Bill McNees

"William McNees" <bmcnees@satcom.net>

please e-mail Bill if you have an interest in this, I just copy/pasted part of his e-mail here for club members info

Vintage Huskys to Run BAJA 1000

Bill & Craig: It was with interest that I read in the **Husqvarna Report # 25** your article on the SCORE Baja 1000. I have been involved in the Baja 1000 race for over 20 years, finishing 3rd this year and 1st place in last years Baja 2000, [ran as a 2000 mile race in honor of the year 2000]. I gave up racing motorcycles in the Desert many years ago and now I am racing in the SCORE Lite Buggy class or class 12, This is the 1800cc motor class with unlimited suspension. The car will run flat out at 90mph across the Desert all day and night. The Baja 1000 is run in the first part of November and a lot of the race is run at night. The race goes to LaPaz only every 3rd year and year 1 & 2 it starts and finishes in Ensenada Mexico which is 65 miles below Tijuana. The Baja 1000 to LaPaz is the traditional event and I encourage you to run that event, actually the 1000 race to LaPaz is much easier to race than the past few Baja 1000 which start & finish in Ensenada. The early Baja 1000 had a special flair because people entered Edsel's, Tijuana Taxi Cabs, Rolls Royce's and even a full size Motor Home ran several times. 2 years ago a Japanese team entered a Harley Davidson, I think a Vintage Class might draw some participation but this race is extremely difficult to race and an old world technology

suspension will not lead to success. You will need to Pre-Run the race course, Have established pits every 50 miles, lots of spare parts and wheels, Chase Crew to assist you in the race, Fuel, Food & logistics for everyone on your team needs to be conducted like a military operation. Lights for the Bike and a couple sets of Spares, 2 way radios and a functioning GPS, Hotel Rooms 6 months in advance and a lot of little things to go right and yes you can make it. The Baja is a challenge for those who go and a dream for those who stay behind. If I can be of any assistance in your adventure feel free to contact me anytime. Bruce Conrad 310-603-2200 office 310-603-2257 fax,

Followup questions from Craig and answers from Bruce:

Vintage or not vintage, can a person with money buy a bike (new or old) and full support to run this event ?

Craig Yes there are some people who specialize in selling packages to provide full service including bike, transportation, pits, hotels + transportation back to San Diego for I have heard \$25,000. Mostly we see Japanese teams do this and they are a problem for the racers because they are going slow and get lost often, the buggy racers have problems with them because they get a 3 hour head start and then often later during the day we have to drive past them and they are notoriously a problem, Buggy racers do not like the slow bike racers because they do not know how to get out of our way and even crash right in front of you looking back at you. I have stopped and helped them.

How do you fit appropriate lights to a bike or buggy? is there a shop or ? to purchase supplies?

Craig Yes there are people in San Diego that will make & fit the Lights and even re wire your source of power to increase the output to keep up with the demand.

What is the gear and supplies a bike rider would carry ?

You should carry a fanny pack with enough wrenches to fix most fasteners on your bike, Some safety gear [ie] First Aid, small amount of water, compass, matches. We are now carrying Satellite phones in the cars, not sure about bikes. I would think you want to carry as little as possible, remember you are seeing a bike pit around every 50 miles vs 100 to 125 miles to pits for cars

What were the period modifications to the Husky that would be done in 1974?

Lights, we now have HID's and they put out an incredible amount of light at very low power draw. Front & Rear suspension would be modernized using same length travel. Tires have the mousse system in the rear. Bike racers now have 2 way radios.

What is the exact gear a support team would carry? What is the minimum support team?

Chase team is the crew that follows along with the racer, The race is mostly organized along the only road to La Paz and a big percentage of the time it crosses back and forth over the highway BUT... other times the racer will have a 100 to 150 mile section where little assistance is available unless you pre position a chase crew out there. The chase crew can carry the bulk of the spares and spares will include everything except a spare engine which are not allowed. BUT who says you can't rebuild the motor and

It had been done and then the racer went on to win. Pre Positioned Pit Crews, they have fuel and spare wheels and if a really remote section lots of spare parts. usually a pre positioned pit is in place the day before the race and stays in place servicing many racers

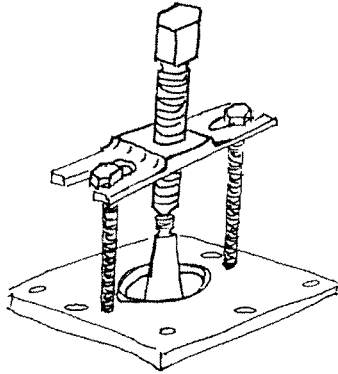
Is there a website with info? a book with info? a club with info?

Answer = NO, This is the Baja and the way to win is to know how to manage the constant changing variables that the Baja throws at you.

Husqvarna 101

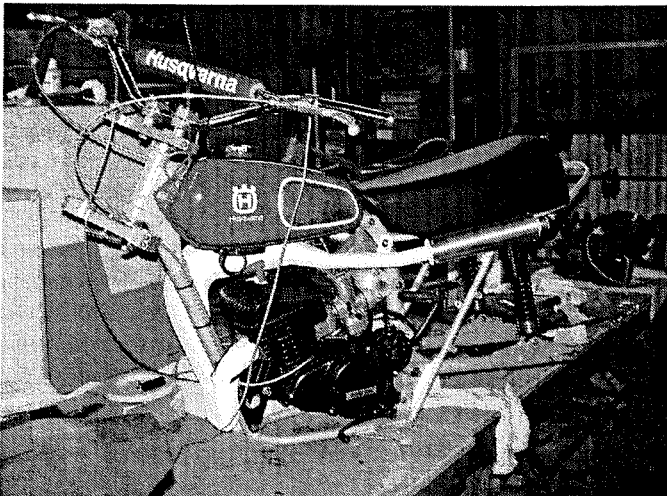
Fabricating your very own case splitter tool!

The concept, just as the real tool, is to use the magneto cover screw holes to fasten a tool that will push on the end of the crank, thereby splitting the cases. You can buy the simple 2 bolt puller at Sears, then purchase the long bolts (add washers and nuts) at a hardware store. The flat plate can be steel, but can also be aluminum or plywood. There is only cutting and drilling to be done, so this is simple hand tools. fab your plate from cardboard first to make sure you clear all obstructions in mag area. I would reverse the long bolts from as shown to "nuts and left over threads facing up". You must have more than 4 threads engagement at each mag case screw! Make sure all main case screws are out, most Husky motors have one screw from the left at cyl base area.



Australian 250 Mag in progress

Hi Craig, thanks for sending the caps, also a couple of photo of work in progress on my mag. I had to put a 78 tank on it as i haven't the correct tank, with Tom's pipe and clamps. Thanks Peter. fgelectrics@bigpond.com

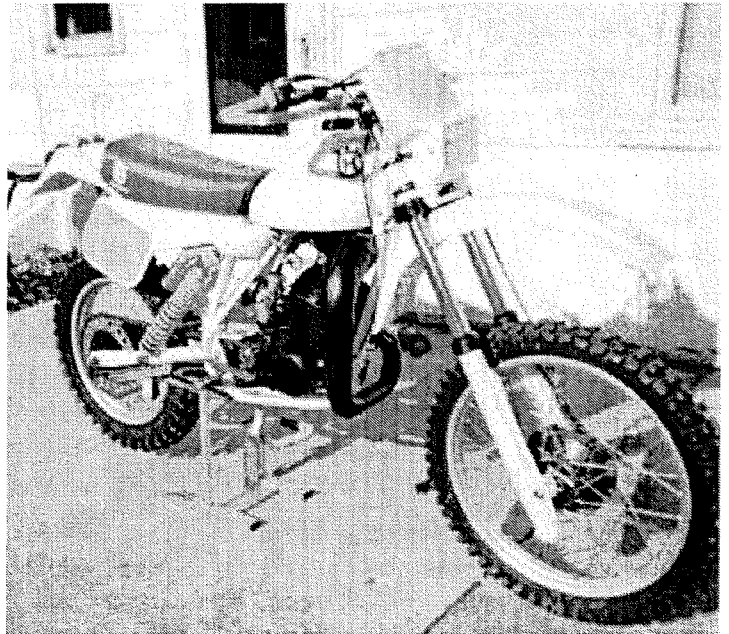


Mike's Bikes

I was on my way to the Honda shop to look at new dirt bikes one day, when suddenly the road ahead was blocked by fire trucks due to a house fire. I was directed to a detour. A mile or so along I spotted the 83 wr 430 with a for sale sign on it. A guy came out and said "take her for a test ride, if you dare". Well, getting used to the left side kick was a trip but when it finally fired up I knew it had some real power. I have ridden some fast 250 MX bikes before, but this thing sounded mean (the silencer had not been re-packed in a while). The man pointed to an adjacent dirt road and just smiled. I took off easily and short shifted into second. It was then I snapped the throttle wide open. The bike pulled hard as the front wheel lifted off the ground. Letting off a little and putting my weight forward, I caught third and snapped the throttle again. Well the bike pulled harder than anything I've ever ridden before and the front end lifted so I let off and grabbed fourth, wide open again and then SLOW DOWN because at that point I was going way to fast for no riding gear. Needless to say I was so impressed that I bought it and restored it to its present condition. Now I am a Husky Head and just bought a 2000 WR 360 HELP!!!!!!!!!!!!!!!!!!!!!!

P.S. On the way home I stopped by my buddy's house who owns a YZ 250 and blew him off so bad in a drag race that he sold the YZ and bought a KTM 390.

Mike Gibson, Husky Head



Mike Gibson's 83 430WR, beautiful!

Attention Husqvarna Motorcycle Dealers!

This newsletter needs support from Husqvarna and related businesses! I can almost guaranteed 10 times return on advertisement dollar for an ad in this newsletter. And you will deal with thousands of the nicest, most serious Husqvarna people you could ask for. Please contact Craig Comontofski at 304-267-6471 or e-mail husky@intrepid.net



HUSKY REPORT – SEASONS END 2001

by Richard Digby

Well, I did it at last. I took my trusty 500 to victory in the National Earlystocks up to 1300cc Production Championship.

Regular readers may remember that I competed in 1999 and 2000 in the 500cc production class and came close to taking the honours in both years.

A combination of circumstances prompted me to move up to the 1300cc class for 2001. Firstly, I was finding it increasingly difficult to find pistons. I decided to use Kawasaki KX500 pistons and as these are available in a number of over sizes, this would give my old worn out barrels a new lease of life as well as giving me the opportunity to go up a capacity class.

The 500cc production class was looking very dangerous as there were a few of us at a similar level, all with a very aggressive style. It seemed that sooner or later one of us would get hurt so I decided to give the "big boys" a go. There is also something a little more prestigious about the up to 1300cc class and the possibility of taking the championship with a 505/510cc dirt bike

appealed to me.

To refresh your memories, the Earlystocks production class is open to air-cooled, twin-shock bikes available in the UK for use on the road before 1990. Not many modifications are allowed so I had to stick with the original wheels and brakes. This wasn't much of a problem to start with, but became worse as I improved as a rider and demanded more of the machine. I ended up venting the front hub and piping coolant gas to it under hard braking.

It looked like being a tough season as I was up against some top class competition. You might find it difficult to believe, but me and my Husky beat a Honda CBX1000, a couple of Suzuki GSX1100's, and a Laverda Jota amongst others to take this championship. Who says you can't beat cubic inches!

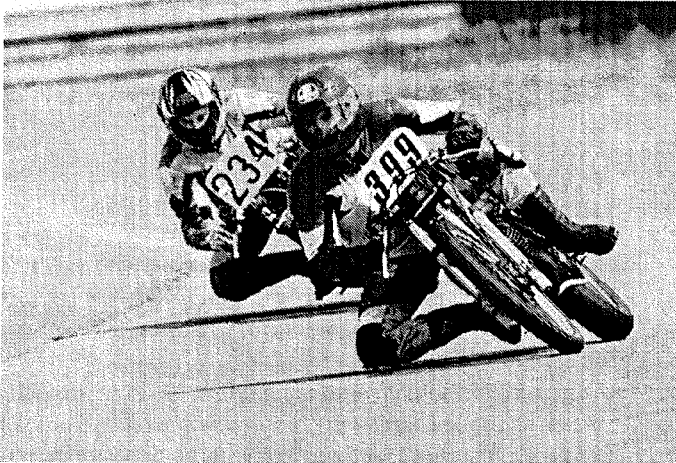
The highlight of the seasons' 16 rounds was at Aintree in August. I didn't expect to do well as the back straight is one of the longest in the UK and I expected the big bikes to leave me for dead along there. As it turned out, the weather played a hand and in the pouring rain no one could catch me. I took my first ever outright win in front of all the modified classes, as well as my own class. It must have been an impressive ride, as on the slowing down lap after taking the chequered flag, all the marshals came out to give me a round of applause. On my return to the pits I was swamped by spectators, photographers and even asked for an autograph. WOW!

Cold wet weather suits the Husky as it helps keep the engine and brakes cool. I clocked 122mph down railway straight!

The final championship standings were:-

1 st	Richard Digby	Husky 500
2 nd	Geoff Smale	Honda CBX1000
3 rd	Gordon Church	BMW 1100
4 th	Geoff Martin	Suzuki GSX1100
5 th	Ken Hartley	Laverda Jota
6 th	Edward Taylor	Suzuki 650 Katana
7 th	Steve Caves	Suzuki 1000 Katana

If anyone wants to know how to get 60bhp at the rear wheel of a 500 Husky, you can contact me on radigby@aol.com, but don't think about using it on the dirt!



Reprints of any Husqvarna manual, color sales lit, owners manual, workshop, parts manual, special manuals - Automatic, Engine rebuild, etc also

Husky Number Plates with correct bead around edge. Husky green, Husky yellow, Husky white, Husky Black, set of 3 your choice of colors - \$20 +\$7 shipping. Second set add \$15, third set add \$10
Flywheel puller - \$15+\$5ship, Full set of 3- \$35+7
Foam Air filters for all years - \$22+\$5 ship
Magura throttles, levers, covers, kill buttons + pieces
72-73 125 NOS stock exp chamber - 120+\$15ship

Craig Comontofski

1501 West King Street

Martinsburg, WV 25401

304-267-6471

- husky@intrepid.net

Visa and Mastercard now available for payment!

Tyres are:

Front - Avon Speedmaster 3.00x21 (Skidmaster!). This is a proper racing construction and soft compound but is made to look like an old Speedmaster for vintage racers. It is the only proper 21" race tyre available, even if it looks odd, it works very well.

Rear - Avon 130/60x18 canterlever sidewall intermediate race tyre. This tyre was specially developed for Earlystockers, and gives a wide tyre on a narrow rim.



**Richard Digby's
Husqvarna 500**

CYCLELINEER



1972 The Ne



ew Generation

Photo courtesy of John Pav



Malcolm Smith Replica 250WR Husqvarna Sticker Pattern

What model Husqvarna would wear this sticker? I am not sure, but I would say all 250WRs from 1977 thru 1982. Seems I remember them on 77-80 era, on the front fender, facing forward. I would appreciate feedback on this to determine more precisely

what an MS Replica actually was. It may be that there was specific additional equipment or modifications to actually be correct.

As you can see, the color has been stripped away from the pattern, except for the 3 dark blue banner areas, there is no outline on these letters, so stripping would remove letters

SERVICE MANUAL



TÄNDINSTÄLLNING 1982 ÅRS MODELLER

Nedan följer de tändinställningsvärden som gäller för 1982 års modeller.

IGNITION ADVANCE TIMING ON 1982 MODELS

Below follow the ignition advance measures that are correct for 1982 models.

Modell Model	Magnet Magneto	Förtändning ° Ignition advance °	Förtändning, mm kolvväg med 20° vinklat tändstift Ignition advance, mm on piston, sparkplug in 20° angle
125 WR	SEM	17°	1,52
125 CR	Motoplat Rotor	13°	0,89
125 XC	Motoplat	17°	1,52
240, 250 WR	SEM	20°	2,55
240, 250 CR	Motoplat Rotor	20°	2,55
250 XC	Motoplat	20°	2,55
430 WR	SEM	17°	2,18
430 CR	Motoplat Rotor	17°	2,18
430 XC	Motoplat	17°	2,18

1,0

12-81

5-006

Bill Kain
Grand National
Enduro Champion
1972-3



VINTAGE HUSKY

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Complete Restorations
Race Ready Motorcycles
Bike Rentals
Complete Engine Rebuilding
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Decals - Stickers
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*We Do Everything
When It Comes To Your
Husqvarna Motorcycle*

760-744-8052

155 Balboa St. D-2 San Marcos, CA 92069

MegaClassifieds #26

For Sale - 2001 Husqvarna TE 570 - \$3950, also a 5 gallon tank for 4 stroke , 92 , but should fit 91-99 , make offer call John, 949-574-0441

PARTING: 1984 Husqvarna 250 CR. Good running motor, 360-501-4970, carycc1n2@aol.com. Kelso, WA.

For Sale: 2 sets of brand new EBC grooved brake shoes for 70's Husky part no.801G 22\$ a set + shipping contact Marty at bogie@altavista.com

Wanted: 1974 Husky 400 CR. Ask for J.P. Sacramento, CA. 916-791-3340 jpp@2xtreme.net

For Sale; 1973 Husky 400 CR, very clean, low time and original. Many new parts including fenders, number plates, rubber, grips, seat, air cleaner, tires & tubes. Wheels are straight, tank is in excellent original condition and the bike runs strong. Needs nothing ready to ride. Located in Southern California in LA County. Please call David at (562) 754-4644, or E-mail at dhmain@aol.com with any questions or offers. Asking \$1250 OBO.

For Sale: 44mm Fox Factory forks with triple clamps. Came off 1980 CR 390. \$800 909 587 6698. Ask for Marc

Want to buy a Husky 390 or 430 Enduro (automatic). Bike has to be complete. Engine and gear box have to run. Goal is the restore the bike. pkoch1@pt.lu

1981 cr430's (2) for sale or will part. 700 for both. 916-487-4982 or e-mail me at philanthropist93@mac.com. In sacto., Cal. Not interested in shipping whole bikes

For Sale: 2001 Husqvarna CR125 . E# A151881 FRAME# ZCGCR12321V010540. Expert rider/mechanic. Perfectly maintained, this bike looks sweet! \$3600 firm, Stock graphics, fmf909 bars, pro circuit pipe/silencer, has new top-end w/fresh Ferracci GP piston kit. Will include perfect stock pipe & silencer. Can send pictures. Marc Ottenad, Waukesha, Wisconsin, 262-547-3088 or 262-227-1403 cell. mottenad@lcmports.com

Wanted - kick stand and gearshift lever for '76 Husqvarna 250WR, ML frame #ML09118, also could use side number plate mounts, rear fender rubber mount clamps, new air filter element w/basket, preston petty headlite/numberplate, seat cover w/pressed pattern and logo, "Cross Country" decal, fork stop bumper rubber, contact Craig at husky@intrepid.net

The new issue of the new letter is great. I would like to put an ad in. PARTING: 1984 Husqvarna 250 CR. Good running motor.

360-501-4970, carycc1n2@aol.com. Kelso, WA. for sale 1987 Husqvarna 430 cross country, with title and factory manual. Bike needs nothing, well maintained. All the power anyone could ever use! \$1,200. firm. with extras. mail huskyrips@yahoo.com or (856)785-1107

I have a 1981 Husky CR250 for sale. Bought last year intending a complete restoration. New wife foiled plans 1/2 way. I have not even ridden it. I just rebuilt the shocks. Brand new OEM forks (never used) new bars, cables, Clark plastic tank, kick lever, side # plates, and air filter. Good compression, rubber, chain & sprockets. SEast PA. I can crate & ship for cost of shipping. Call 215-957-6524 for more info or email husky_rider@verizon.net for photos. \$1,300 firm.

I have a 1976, 360cc CR in excellent condition that I seldom ride, mostly stored since 1995 needs very little attention. I would like to sell this bike. 1-775-849-9519 J.M. Winnicki Jr., shootnWINN@webtv.net (joe winnicki)

I am the original owner (only owner) of a 79 390CR frame number MM06467. the bike has so few hours that it still has original ring. It has been stored inside always. The seat was recovered and front fender is not stock, and I think one lever is not right. It has new tires also. I had thoughts of restoring it but don't have time. Asking 1000 Any interested call Mike at 702-258-8241 Las Vegas NV. or e-mail to mbmead@prodigy.net

For Sale - 87 430 XC - Excellent cond. except for crack in front fender. Many many newer parts. Bike runs VERY strong. Has good rubber and Answer S.A. also. Call for detailed list of newer items. \$1500 frankbauer@hotmail.com or 513-539-9663 S.W. Ohio

An invitation to all to come join the Missouri Vintage Motocross series. First race of the year will be at Harper's Moto Guzzi in Greenwood, MO. This event had 170 entries in november. If you are anywhere close to Missouri and want more information on this eight race vintage and evo series please email movmx1@yahoo.com Thanks, Curtis Harper

I have quite a few older dirt bikes, I was an old Desert / MX rider from Southern Cal. in 70's. My first Husky was a 1969. I knew all the old great Husky riders J.N.Roberts, Whitey Martino, Jim O'Neal [CZ rider] from O'Neal products etc. Like some of my other bikes just sitting around is taking a toll on the 360 I start them once in a while to keep the seals soft and put some protectant on the seats, by the way this Husky still has the original seat cover on it. What I would hate to see is some kid throw his leg over this bike and turn it into junk. This bike needs an air filter and the screen to hold the filter, other then that it just needs someone to put a few hours in detailing. Sure, please put an ad in for my bike. It's a 1976 360cc in at least 90% condition. I would believe it should be worth around \$1200. I can send a picture. Thanks Joe M. Winnicki Jr. - shootnWINN@webtv.net

FOR SALE.#1. 1974 1/2 Husqvarna 250 Mag. Has Mikuni 38

mm conversion, Circle F Pipe, fresh paint on the tank, new seat cover, new front fender, new rear fender, new chain and sprockets. stock transmission. Very fast bike. \$1800#2. **1974 1/2 Husqvarna 250 Mag.** 38mm Mikuni, Pro-Fab triple clamp, six speed transmission with the updated clutch, Circle F pipe Internal Rotor Ignition, Aluminum swingarm, Works rear shocks. Pro Taper handlebars. new cables, tires in fair shape, GP seat, new front fender, new rear fender. updated pegs, big front brake conversion. This Mag is the shit. This is a Matt Waldron built bike from the ground up. \$2500#3. **1974 125 Husqvarna 125 WR** Aluminum tank, Internal Rotor Ignition, hand built cross thru pipe with a circle F silencer. Pro Fab Swingarm, 250 Mag front forks, front wheel, and rear wheel. 38mm Mikuni carb conversion. powder coated frame, new tires and tubes. shoulderless rims. This bike was built for the 125 Sportsman class. This Little ripper will run with the Honda's and actually hold together when they are breaking. This engine also has the big clutch and the newer counter shaft in it. Again this bike was built by Matt Waldron and is simply the fastest 125 Husky I have ever ridden. \$2000#4. **1974 400 Cr Husqvarna** extended swing arm and a circle F pipe. New tires front and rear, and new fenders front and rear. Marizzuchi' rear shocks \$1500#5 **1973 450 Husqvarna MK** frame with a MAG swing arm. Works rear shocks, New tires, New front fender, New rear Fender, GP seat. has the longer front forks on it the duel groove models. Shoulderless rims 38 mm Mikuni conversion. betor triple clamps and Handlebar monnts 1500 " this bike is apart right now and will be receiving a six speed transmission along with all new seals and bearings" #6 **1974 125 SC Husqvarna** with a few mods. MAG swing arm, internal Rotor Ignition, 30 Mikuni, new rod, new tires, updated clutch, updated countershaft conversion. Bike is very clean, my son won the Lumberjack classic 125 class on this bike. It also won the 125 Novice class series in Woodland Washington. \$2000#7 **1979 125 Husqvarna.** 2040 motor with a fresh piston and a 38mm Mikuni Carb. New tires and front fender, handlebars, levers and grips. bike is very clean \$1500Dirk Williams, 4044 Valinda Way, Klamath Falls, Oregon 97603 Dwill75289@aol.com, 541-883-8495

2001 Husky CR 125 very well maintained, FBF graphics kit, fresh rebuild on forks and shock, very nice and reliable, price \$3100, contact Brian, 813-300-6406, 352-588-4735 owners manual

wanted - for a 73 MK 450 WR - I need a seat cover, yellow plates, and a good gas tank, contact murin@delanet.com

Wanted - engine for 1988 XC 430 or anything that will fit the frame! Guy@dewdney.co.uk present engine number 2201XXXX frame 4T*0000XX*

1982 xc430 for sale! in very good cond. runs like a beast! nothing wrong with it but needs back side panels. will run on 1st or 2nd kick! extra tank, rims, frame....ect \$700 or best-call 1-517-467-4810 or spreeday30@hotmail.com ask for kent

1973 Husky CR450, yellow tank, all original and looks new, no leaks or corrosion, Vintage Husky maintained, very strong motor, . Starts on 1-2 kicks. Too big for me. Located in San Diego. Calif. title. \$1350. Benny Chien (858) 450-9325, bchien@ucsd.edu

"72 450 CR HUSKY completely restored to better than new. New frame, '73 black leg forks,'74 mag swingarm, WP and

Progressive shocks, Mikuni carb, Excell rims w/stainless spokes, new tires,powder coated cases and hubs, PVL ignition, HR Husky triple clamps. Race ready. \$5000 invested. Will sell for \$3500. John (210) 867 0722. Email JohnM@cccgroupinc.com for pictures or details.

Wanted - a stator for 1990 510 four stroke husky or complete ignition system for this bike. Contact - Jeff at omclcd@dixie-net.com or 662-234-5608

Wanted: 1976 - 1980 Husky WR 250. ThanksJeff SchroederSt.Louis, MO, ramtuff@webtv.net (Jeff Schroeder) Wanted: a 1976 Husky 250WR. Call Jeff @ 314-645-5803 before 3:30 CST, or e-mail ramtuff@webtv.net.

head gaskets, NOS for 1985 husqvarna 500cc part #16-14-587-01/ \$8. each//// front fork seals for husqvarna, Part #15-12-419-01/ \$7. each and shipping///// water pupm wheels to fit 125/250 husky,##16-17-951-01 \$6. each and postage// piston rings for 250 husky,, part #16-16-358-01, \$10. each and shipping// E-mail/ /// huskyrips@yahoo.com

Wanted: 82-84 air cooled 430 or 500 CR/XC prefer CR engine, must be complete- no junk please. Call Scott 937-778-1486 11am-3 or leave message. e-mail at sshawler@woh.rr.co

WANTED: GEM reed system to bolt on a 1974 Husky 175 cylinder. Need to accept 30-32 mm carb. goat6567@juno.com

1987 husky 430 less than 4 hours ever. Was stored since 1988 has water damage to crank bearing from moister in storage area. Cylinder has been bored for clean up of rust. Bike is near perfect.missing side panels they grew legs. Motor is already pulled and ready to complete. \$ 850 firm buyer pays shipping I will crate.contact randy @ 1-423-253-6577 days until 8:00 pm

For Sale: 1986 WR400 in excellent condition. This bike was in a crate till 1989 and since then has only seen 10 hours of use per year. Starts with 1-3 kicks. Recently had a complete service. Asking \$1500 US funds. Contact Trevor at trevor@kurtztrucking.com or 519-575-8329(cell) for more info. I am located in Waterloo, Ontario.

76 wr trans-complete. 78 wr trans-complete. 84 250 inner cases. 84 malcolm smith desert tank unused. 81 250cr needs piston & bore job- shocks rebuilt-new tires \$1000. 82 250xc good shape \$1000. various parts for early 80's machines-ignitions, forks, shocks,wheels. clutch covers for late 70's machines. call frank at 517 7835016 or ficeberg@yahoo.com. thanks again

71 250CR restored by Dennis McGrath. NOS seat, forks, plates, and much more. Autographed by Malcolm Smith. Make offer.. Frame # is 1J03440.....Eng # 2018 1356 phone # is 760-244-5118. I'm in Southern California Desert. "Frankie" <fjdpk1@accex.net>

'99 Husquvarna TE410. Up-Tight pipe, lights, good condition. \$3500, Eric Ziemba , 1741 Apple Way , St. Thomas, Pa. 17252 , Tel. 717.369.2074 E-mail: ziemba@yellowbananas.com

Wanted for SI 360 Husky Sportsman: foot brake pedal for rear brake, also wanted any other interesting 360 Sportsman parts and literature. Call Keith 303-670-5028 or email kcabraben@aol.comColorado.

Parting out - '84 500 XC #0942 xxxx (not running)frame, motor, carb, pipe, seat, tank, plastic, etc., \$5-100 obo. Ron (602)896-3085 AZ

I need a new clutch for my 510 XC Husky 4-stroke. The plates are all I really need. Contact cookeeze@aol.com. Thanks, Stephen

Wanted stock wheels for 2000 TE 610. Broke my rear hub today need one for next race. 209 369-1667 or huskyguy@softcom.net

4-sale: 1984 510t aluminum gas tank.Original paint small dent from knee- \$100obo. also 1974- shift lever, good shape,\$12obo. Rip @ 719-347-9364, or psycho4cycles@yahoo.com.

I was meaning to restore this dirt bike but bought an 85 500 CR instead. I love it, except for the crash and I broke my arm part. The bike is not complete, but most of it is there. What's missing from the engine is the piston(the head rod and top piece is all there), engine and trans looks good. The motoplat is there. (pipe and carb and airbox are not there). The seat cover is gone. The rest of the bike is there. Anyone interested make me an offer. You have to pay for the shipping. I repainted the frame and the swingarm. Its already apart so will be easy to ship.
Austin Gary L SSgt AETC/SCYC
<Gary.Austin@RANDOLPH.AF.MIL>

1995, HUSQUARNA WXE 610 Water Cooled 4-Stroke Very fast machine, for experienced riders. Six speed, husky quality, nice well maint., Renthal bars, Big Gun exhaust, Excel rims, Mega torque any gear any rpm. Very stable handling at high speeds. Grunts in low end torque. Great MX'r/pure breed desert racer. af4hn@mindspring.com, 423-622-5400 \$ 2800. Or best offer (must sell soon) East ridge Tn. Digital Photos available. Ask For Eric.

81 Husky CR 250,CN05590, rebuilt Ohlins, new fork seals, plastic, chain, sprocket, seat cover , grips, looks good , runs good , will arrange delivery, photos avail \$1800, Jeff 304-984-2500

82 Husky 125, WN12308, 2069-2399, looks good, runs good, photos avail, will arrange delivery, \$1400. Jeff, 304-984-2500

Husqvarna bikes wanted 1970 to 1984 any cc from 125 to 500 manual or automatic running or non running, also parts wanted for all models. Prefer based in the UK but shipping to the UK or short term storage in the states may be a possibility Email Colin on seamer@middletonltd.fsnet.co.uk or call (0)1992-464-348

For Sale: 1978 Husqvarna 390 WR, bike is in good condition, no known mechanical problems, could use new cables. Tank has dent at 5:00. Tires are in great shape. New seat. Bike does not have lighting, set-up for motocross. \$800 or best offer. Have pics. email: turkeycreek58@yahoo.com or call (908) 850-7990 days, (570) 894-9251 in the evenings. (PA)

For Sale: 1987 430 Auto. Runs excellent. Transmission work

great! Coolest bike I have ever ridden. I have it dual registered in the state of California. It has a license plate. Lights, front and rear work. (Brake light and signals not connected) Overall condition is way above average. Escondido, CA. I would help with delivery near here. Crating and shipping would have to be arranged by the buyer. Thanks. Ron Connors (760)738-4077 THIS BIKE WAS STOLEN! PLEASE SEE BELOW NOTE!

Hey Craig,

My Husky was just stolen. Unfortunately, the cops around here don't put theft on a low priority list here, they put it on a no priority list. I am on my own so if you post any look-outs for such bikes, the license number is L51K56 VIN 842251951HWP23282 Eng #21220176. Happy Huskys, Ron "Ronald Connors" <rcsj4ever@earthlink.net>

for sale - 83 500 CR \$350-\$500 cal Brian in Dallas, 214-989-1205 or is - joshdell@swbell.net Thanks allot; Brian

FOR SALE: '74 MAICO GP250 - '74 250 radial engine (4 speed), forks, etc., in '75 GP frame. The '75 frame is the stronger and more desirable version of the GP frames and is AHRMA legal in Vintage. Works Performance shocks, Mikuni carb, engine overhaul top and bottom (new clutch, piston, bearings, seals), forks redone (new tubes, seals, and springs), new seat, o ring chain, Dunlop tires, Maico alloy tank, and more. This bike has won many AHRMA races in the Midwest. Selling due to classchange. Pictures available. Walter Nash (520) 792-1613 (work), 885-2204 (home), or email wbnash@dakotacom.net (Tucson AZ).

For Sale: MK/MJ Hard cover binder 12 1/2 x 10 3/4 x 2 3/8 Workshop Service Manual (NOT owner's manual), Husky Owner's Manual 1971 250, 360, 400 MI, Clymers Repair manual handbook 125-400 singles, 1966-1972 Husky. \$75.00 for all three.

For Sale: 1987 250CR Husky (frame #842251951HCP25137) parts: 18" rear wheel with brakes & 52 tooth sprocket \$100.00 Flatside Mikuni carb \$100.00. Dyno port pipe with muffler \$100.00. Seat with fender (blue) \$50.00. (2) Radiators \$25.00 each. Aluminum radiator guards \$20.00 pair. Frame with subframe and linkage \$30.00. Tank with petcock & cap \$30.00. Brake pedal with cable \$30.00. Airbox with rubber \$30.00. Brake stay \$10.00. Other plastic and miscellaneous.
1986 250XC Husky (frame #842251951HWP15113) (Motor #2044 0462)parts: Complete ignition with two coils \$100.00. 18" real wheel with brakes minus 1 spoke \$75.00. Cylinder with used 69.69 piston \$75.00. Shock \$75.00. Bottom end with clutch (bad tranny-no flywheel covers - other cover cracked - crank feels good) \$50.00 Seat (black) \$35.00. Forks with caliper (rough) \$20.00. Frame with swingarm and linkage \$30.00. Muffler with spark arrestor \$35.00. Tank with petcock & cap \$25.00. Airbox with rubber \$20.00. Brake pedal with cable \$30.00. Round slide Mikuni \$25.00. Other plastic and miscellaneous.

Prices negotiable and do not include shipping (daily UPS from Minneapolis, Minnesota). Contact Mike at michaeltelkmfg@qwest.net or telephone at 612.872.4366-work 612.724.0814-home.

1977 Husky 390 E#2061 that is in excellent running condition. I am located in Scottsdale Arizona and my phone number is 480-250-9319. I am asking \$1000 for the bike. jhadik@yahoo.com

I have two Husky 390 autos for sale both 79 one nice one decent \$1895 and \$1295 located in So Cal easy shipping. Thanks Jim 818 4027079, HondaHabit@aol.com

Parts bike frame #cn11772, wheels front end with legs, forks and triple clamps, air box, seat, handlebars, jug, eng cases call or mail for prices! In Ohio 513-706-4324/513-623-0445 Thx Mark, JMJudd56@aol.com

1999 Husky 610 . brand new motor and trans ,rental handlebars e series e pipe , new tires ,with old motor runs great . still needs to be broken in .must sell call 714-649 3053 or email rbbell@hatci.com robert orange cal.

For Sale: 1976 WR. Very good condition. Extra Parts included. Engine # - 2051-0466. Frame # - ML06226. \$1750. Southern Indiana area. Call (812) 897-2890 or email at performancecornerapp@yahoo.com.

1986 XC it is complete all but the emblems on the gas tank are gone and the left side cover is off a 400. I have the original side cover, it has been repaired and needs some grinding, before being able to put it back on the bike. The bike has new brakes, chain, sprockets and fork seals it could probably use a top end, but it starts and runs good. It has Bark busters, skid plate and a flat slide Mikuni carb, the tires are average. I have owned the bike over ten years and just don't have a place to ride. First 700 dollars gets a bargain. Frame# XP02267 Case# 09750262 I live 30 minutes north of Dallas.

email 4rodp@gte.net or 972-317-4099 before 9:00 pm

For Sale - 1973 Husky 125CR. Very Clean. Hardly used since it was restored. Asking \$1250. Kevin Monahan, 500 Corralitos Ridge Rd., Watsonville, CA 95076, (831) 768-8727 kevinmon@cruzio.com

Husky wheels, 1 early 70's with shouldered Akront, \$40, 1 83(?) with Nordisk rim, \$75, near new sidewinder rear sprocket, 50T, \$20, 1 set of 78(?) front forks with trees and stem, \$60, 1 front wheel, complete with brake and axle, sun rim, \$75, 510 inner clutch hub, \$25. Call about condition and package deal. Shipping is extra on above items Evolution@meganet.net
Thanks, Paul

wanted - parts and supplies for 1983 250 CR - call Mark Englert at 650-884-4990

82 or 83 CR 250 Mikuni 38mm carb. Used complete. \$87. (770)531-7530 (alexweissman@earthlink.net)

I have a 1970 husky or should I say I think it is. The frame # is MH1580 and engine # is M8 260120. I have done a lot of things to it since i purchased it a few years back. Frame, stripped and repainted. Front and rear wheels new bearings and heavy duty spokes from vintage iron. new bearings and seals in the engine. still needs bored ,piston, rings etc. and the clutch may or may not need to be worked on. OH Yeah its an 8 speed. If you or someone in the club is interested please call (817)354-8453 or e-

mail me at sr526110@msn.com. Thanks randol blanton

For Sale or Trade. 2000 Husqvarna TE-410...BRAND NEW It was a leftover I purchased in November 2001. Bike has 8 Miles on it. Perfect condition. Located in Indianapolis, IN MSRP \$6,195 Will sell or trade first \$4800 Mike 317-841-7794 or e-mail ibiimports@aol.com. Will only trade for Husky's

Wanted - air cooled 510 husky .any year t/shock or s/shock. or just the motor or top end i/e cal/head piston cylinder."Sean Hughes" seanhughes57@hotmail.com

I have two husky 430s for sale . one frame has been powder coated and never put back together . would like to sell both for one money .both must be put together . call .dana govlovich (702) 456 0761 or email me at carkrazd@pdai.com these bikes are in the las vegas ,nevada area .

WANTED: Large Capacity tank for '94 WXE/WXC350. Part number 800072356. Contact Stuart at: stuart_swineford@hotmail.com. T

1983 husky 125CR , new ring , freshly painted tank, powdercoated frame and swingarm , runs great , looks good ready to race . pics avail. \$1300. OBO . Thanx JIMMY Phippster2@aol.com

PARTS WANTED: Gear cover and kicker gear with shaft for 1983 CR500 Husky, no visible frame #s, but VIN number on title is this: CN19518, or would consider purchasing a complete, running 1983 CR500.

BIKE FOR SALE: Also have 1978 (ML29058) 390CR Husky for sale, mostly complete, \$500.

Please contact Tyler at 406-388-4644-Belgrade,MT or email @ south1@theglobal.net

Wanted - air cooled 510 husky .any year t/shock or s/shock. or just the motor or top end i/e cal/head piston cylinder. have you got any leads Craig. i would appreciate any help or leads thanks Sean. , "Sean Hughes" seanhughes57@hotmail.com

I'm looking or any 1974 Mag parts as I'm trying to build up a Mag race bike. I need '74 mag forks, tank, pipe, etc. Thanks for all the help, Steve , srstilwill@aol.com

(((For Sale))) 1983 NOS alloy tank. White with blue and yellow decals. Cap inc. No petcock.Beautiful in everyway 275+ship. Located in PA. Thanks Tony

1986 WR400 in excellent condition. This bike sat in a crate till 1990 and since then has only seen an average of 8 hours of use per year. It starts easily and runs strong. I am looking to get an 02 Husky. Asking \$1200 firm. Call Trevor at 519-575-8329 or email at trevor@kurtztrucking.com

I have for sale a 1985 husky wr400 that currently has a stator that will not run the lights and needs to have the timing set. The bike itself is in good-fair condition with decent tires, new grips, new uni-air filter, new carburator, seat is good,gas tank good condition, has a speedometer, cables are fine, rims are good, could use brakes and fork seals. The chain and sprockets look to have had very little use and are in good condition as well. This

bike has good compression, levers, handle bars, transmission shifts through all gears fine. I had the exhaust sent to the "duke of dent" a pipe repair place in Florida and he has done a great job on the pipe. The pipe just needs to be sanded and painted I will include a new can of pj1 exhaust paint for that to be done. The rear shocks work and feel fine with no leaks. This bike would be a perfect place to start for a restoration or an excellent parts bike for your current "wr" project with a lot of good parts. engine#0982-0733, frame#wo19808 I'm located in Wilmington, DE 19809. Thanks, and happy husky hunting! Joe Knopf.

I have a nos Husky piston, it has one oval port on the intake side and 70.18 stamped on the top. I checked a piston chart and I think it is early 70's 3rd over. The piston has the ring but no pin or clips. for sale or trade, Tim Cochran (412) 767 4293, <planejane21@lycos.com>

one blue Husqvarna mechanic's jumpsuit, size Medium. It was used but is in decent condition, though it still has dirt after I washed it a few times. one Husqvarna Workshop Service Manual. It's in good condition too, with a few scuffs here and there, but no greasy, oiled or torn pages -- this thing was damned expensive when I bought it way back when! \$80 OBO for the Shop Manual, \$40 OBO for the jumpsuit reese@earthlink.net

Wanted - 1982 430 CR in good to excellent condition, have cash waiting, call John at 1-800-465-9433. Also need a 75 360 CR HM Replica, again in nice condition, e-mail me at jhueston@aylmerexpress.ca

1987 Husqvarna WR430 for sale. Second owner, stored correctly for 3 years after getting married. Has upside down forks, new rebuild with brand new parts on on kickstarter (new gear, dog, plate, kickstop stop, ect). Runs very strong. Reason for sale is new purchase of 1996 WRX610 Husky. Got to love them. Also have parts for 1983 cr 250 Husky (complete kickstart mechanisms including gear and dog, shaft for kickstarter and gear, kickstarter, gear lever, ect) Bought before knew they would not fit the 1987 430. Work done on 430 by Forrest Stahl in Indiana. Call or e-mail Keith Kuboske : kuboske@mindspring.com keith.kuboske@baptisthospital.com or call at 615-384-6153. Nashville, TN area. Will deliver in reasonable area from there.

1978 390 cr the engine has been rebuilt (new bearings, crank seals, new shifting forks, shaft bushings, cylinder bored by forrest stall and new piston assy.) the frame has been repainted. new rear shocks from vintage husky. Rebuilt forks with no leak seals from dennis kirk. \$1700 I can be reached at (817)354-8453 or e-mail at sr526110@msn.com. Thanks Randol Blanton

1986 Husqvarna 510. Fully maintained. Light kit. New ignition, head, valves, sleeve and more. Email for pictures. Located in Toronto, ON. Will deliver by transport at cost. Email david@511fordservice.com

Parting out - '84 500 XC #0942 xxxx (not running) frame, motor, carb, pipe, seat, tank, plastic, etc., \$5-100 obo. Ron (602)896-3085 AZ

Wanted: Ignition for 82 WR 250 with or without flywheel, NOS front and rear fenders, left side case cover, NOS chain slider strip, new or used fuel tank. Phone (416) 503-9133 ask for Misha or leave a message or email subo@idirect.com

For Sale 1978 390WR Bike is in great shape. Has CR tank with ding on top of tank. Ding in lower part of pipe. I will include a set of forks off of another 390, 1 front wheel and 1 rear wheel. I also have spare motor parts (gears, rod, center cases, crank, etc...) Frame # ML 29932. Engine # 2062 0348. Buyer pays actual shipping or can pick up. Asking \$1000 for everything. Email turkeycreek58@yahoo.com or (908) 850-7990 during the day or (570) 894-9251 in the evenings. Located in Northeast PA. Ask for Steve.

Husky 125 CR 1973 (according to the frame #) for sale. Best offer. I have attached a JPEG photo. I am in Santa Cruz Calif. 831-768-8727. restored a few years ago barely used.

Husky, '86, 510 4-stroke, 6-spd, dual exhaust, completely original except Renthal bars. Great condition, fast and reliable. \$1,500. Marty, e-mail: IslandInspired@earthlink.net. Pics available. Also, enduro model, street legal Husky, '86, 510 4-stroke, 6-spd, dual exhaust, completely original except Renthal bars. Great condition, Baja Designs street legal kit, fast and reliable. \$1,800. Marty, e-mail: IslandInspired@earthlink.net.

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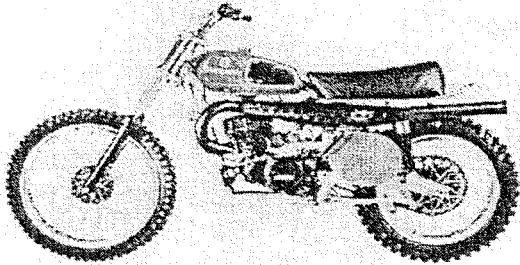
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* Halls Husky (217) 789-0107
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Machine Shop Full time specializing in Husqvarna Engine rebuilding, Case welding, frame repairs, N.O.S. and Used parts available..parts, parts, parts Wiseco piston specialist - custom applications - call We now have 390/430 pistons in stock

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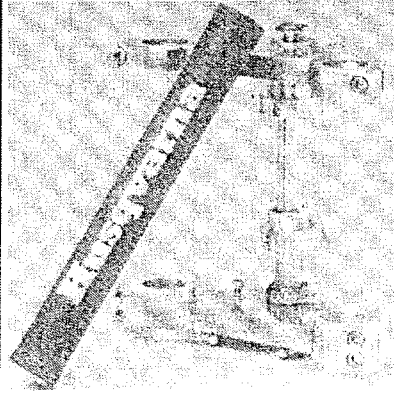
1700 S. Nebo Rd. 400W
Yorktown, IN 47396

Phone - 765-284-7653 Or advancetool@home.com

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

Hot Rod Husky

NEW TRICK HUSKY PRODUCTS! Hot Rod Husky Triple Clamps

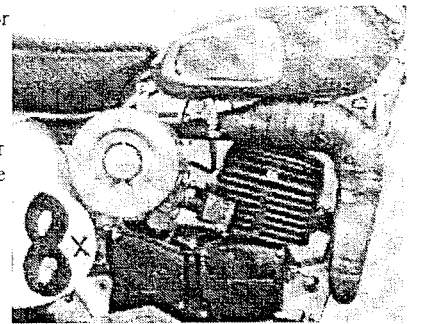


featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum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

515-984-7911

hrrhusky@aol.com

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 hrrhusky@aol.com



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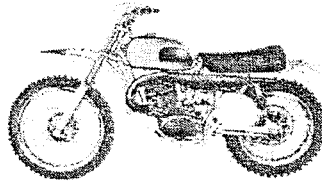
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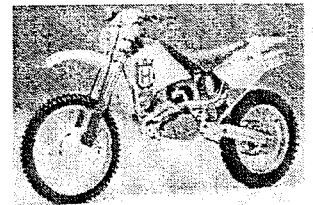
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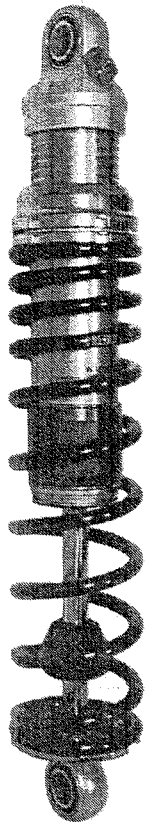
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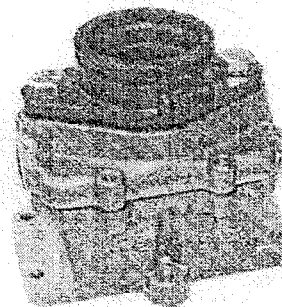
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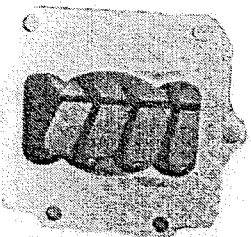


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