

Husqvarna Report #28



1977 Husqvarna 125 CR, 25th anniversary , beautiful lightweight competition machine. Look for Martin Odell's project bike inside. Rat to Racer for only pennies a day and alot of work!

In this issue -

Sweden Trip 2002 - save your money, take a trip!
Brian Grade's rare '66 360viking - only one in USA
Stephen Stenberg advises on BAJA
Husky plastic fork washer
Early enduro/Sportsman wiring of headlight.
Motoplat - check your grounds!
Martin Odell's 1977 125 CR project

Husqvarna Speedos - lookie how fast and how far
1974 Mag 250 Speed secrets! It doesn't take much.
Megaclassifieds - good stuff!
Advertisers - read these carefully, call them, buy stuff

For Club info go to: www.huskyclub.com

Sweden June 2002 Husqvarna Museum

The Husqvarna factory in Huskvarna Sweden is the home of the Husqvarna Museum. Last time I was there I spent just a few minutes in the motorcycle section, as the group tour had many things to see and the museum has much more than just motorcycles. If you know a little about Husqvarna history, you know they have, and still produce, a large variety of household products. Husqvarna Sewing machines are the best in the world, Husqvarna chainsaws and forest machinery are the best in the world and the heritage and development of these product lines is on display at the museum. What is just delightful to see is the Husqvarna name on cookware, stoves, heaters, refrigerators, bicycles, military armament, guns, portable engine equipment, washing machines, clothes dryers, ice-cream machines, outboard motors, model airplane engines, clothes irons, food preparation machines, and more. And of course all of these product lines has a history, development and heritage. What a museum! You understand quite quickly why Husqvarna engineers have an edge on the competition and why we love the motorcycles so much. These machines enjoyed the best of engineering to make them the best for competition!

Back to the motorcycles in the museum - There are 50+ Husqvarna motorcycles on display from the early years 1903-1917 era thru 1987 (last year for Sweden). There is a 87 430 Automatic in the crate on display. There is Torsten Hallman's 66-67 World Champion 250 on display. Åberg's 1970 400 is on display, Bill Nilsson's 1960 4 stroke Husqvarna, prototype 400 from 1964, Mikkola's Championship bike, Carlqvist's 250, as well as many street model Husqvarna, military models, prototype racing frames and engines.

In another section of the museum is a full display of Husqvarna mopeds and their heritage. Mopeds have been a major source of transportation in Europe for 50 years and Husqvarna was a major player in their development. Starting in late 30's with a 98cc, 2 speed bicycle/motorcycle known as Lättviktsmotorcykel, Husqvarna then developed a 50cc moped platform known as a Novolette and thousands were made in early 1950's. Because of the instant popularity, laws were passed to allow the use of mopeds anywhere a bicycle could go plus allowing them to travel public streets. Husqvarna produced dozens of models and was the top of the line! 1962 was Husqvarna's last year for mopeds, as it was sold to another Swedish company, Monark..

Husqvarna Bicycles! Husqvarna Guns! Husqvarna Sewing Machines! Husqvarna Chainsaws!

This year I was given a special tour of the archives by Lennart Emanuelsson, and what a treat that was! Lennart is restoring one of the first factory motocross machines from 1958 and hopefully we will do an article in upcoming newsletter.

Save your money, buy a ticket, go see this museum! See Sweden! You will understand why you are in love with Husqvarna products.

Husqvarna Rallyt 2002

My friend Erland Lagerqvist invited me over to participate in the annual Husqvarna Rallyt for Husqvarna motorcycles and mopeds held in Huskvarna every year. Our tour group several years ago, headed by Gunnar Lindstrom, was able to participate by riding in Erland's 1930 Husqvarna sidecar rig. We each did a few miles,

while the rest followed in a van. This year I had my own 1968 250 Husqvarna military bike, and so I was a full participant! A few days prior to event, Erland and Lennart made arrangements for me to shop for vintage (1960's era) Swedish military clothing and gear. You just can't ride a 68 military Husky without the whole outfit. Cargo pants, motorcycle jacket, belt, military boots, motorcycle gloves.....made in Sweden, Swedish military goodies of all kinds. It was fantastic!

Erland had taken care of motorcycle preparation, so all I had to do was be able to ride. In fact the sponsorship of the Husqvarna company around the whole event and my visit was pure quality! Segerkvalite! My thanks to Svante Runnquist, Harald Sandberg, Hans Kajfalk, Jonny Carlsson, Göran Lindblom, Jörgen Gustafsson and most of all Erland Lagerqvist.



Husqvarnarallyt rider, Magnus Johansson with his 256A and full proper military gear. that's me behind with white helmet.

The Husqvarnarallyt event starts early 7am at the with everyone putting their motorcycle on display. I think there were over 100 total machines. The event is a rally touring the Swedish countryside around Huskvarna and Jonkoping about a 50-60 mile run. (A little shorter course for the mopeds) You stop at 6 or 7 rally check points and perform a physical task or answer Husqvarna related questions. Example - one of the check points you were given a pellet rifle and you had one practice shot, then you had to knock down 3 targets about 20 meters away. I got a target in my practice shot, but did not get the three that counted. Oh well, I did better at the questions. Here is an example -

How many years has Husqvarna manufactured sewing machine?

1. 130 years
2. 140 years
3. 150 years

I toured the factory and museum, I know the answer.

Another was -

CR stands for close ratio, WR stands for wide ratio, what does XC stand for?

1. Extra Close
2. Extra Competition
3. Cross Country

I got this right, I would guess you could have too

My guides on the rally were Lillemor Persson and Magnus



Start line in background, lots of old Huskys to look at.

Johansson. They both rode 256 A's as well and I had a great time looking at the countryside. They kept me from getting lost. The rally went right past their farm, as well as Erland's family farm. The scenery was beautiful.

Other stops included a "tire roll" and an industrial size pinball machine.

This was a great time on a Husqvarna motorcycle, with Husqvarna people, riding around Huskvarna, excellent weather, good food. Oh I forgot, the event ended with lots of food and drink and the winners of the Rallyt presented with trophies.

The very next day, a hundred miles north in Stockholm we attended.....

Prins Bertil Memorial Rallyt

This is a Vintage motor vehicle rally in which many things are going on at one time - an vintage race car rally, antique car rally, a motorcycle rally and best of all a moped rally thru the streets of Stockholm. Erland Lagerqvist had made arrangements with Husqvarna factory sponsorship to bring 15 Husqvarna mopeds, motorcycles and the riders and gear and food to Stockholm for this event.

We all had a ball. There were 50 mopeds from all over Sweden in this event that rode all over Stockholm in the same fashion as the day before. You had a rally sheet with you, you were to ride to specific locations, gather information or answer questions as directed by your sheet, and at the end, tally your answers into a final answer, and submit for chance at 1st 2nd or 3rd prize.

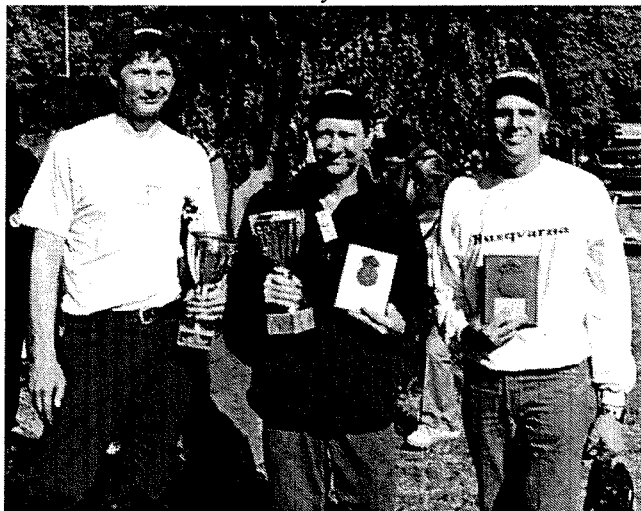
Stockholm is 750 years old, it is gorgeous with beautiful landscapes, cobblestone streets, beautiful old buildings. We rode all over the city, lots of bridges over water, parks, sidewalks, fountains, and more. We stopped every so often to take down a building address that was asked for on our rally sheet, or count gravestones, or take down a date on a fountain statue and so on. At the end of the riding portion we took our numbers and did a complex calculation using this data, came up with a final score number, and turned it in to compete for the prize. The weather was spectacular. You cannot imagine the thrill of riding around Stockholm with dozens of other moped riders.

My buddy Jim Baltusnik, who rode a 1952 Husqvarna Novolette, took home the grand prize, 1st place. Second prize went to Christer Fagerberg, who rode a Husqvarna Novolette as well. It was amazing to see the first and second prizes going to 2 people on the Husqvarna sponsored team of moped riders. Jim

received a large trophy cup, was photographed and applauded up on an Olympics style podium, and then greeted and kissed by Princess Bertil (quite an honor to be greeted by Swedish royalty). Needless to say, everyone had a great time.



Husqvarna Van with motorcycles and mopeds at the Prins Bertil Memorial rally.



Christer Fagerberg, Jim Baltusnik, and Craig hold up awards at Prins Bertil Memorial Rallyt. Jim was called "Champ" from this point on. He slept with the trophy.

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Have you ever wondered about the early days for Husqvarna motocross in the USA? What were the earliest models? How many were brought to the USA? Take a look at Brian Grade's 1966 360 Viking works motocross Husqvarna. It is the only known surviving 66 360 out of 10 brought to the USA by Edison Dye. Freshly restored by one of the Husky Club's premier newsletter advertising shops. This 1966 Husky even has the correct tyres, Dunlop Sports.

A Rare Gem

by Brian Grade

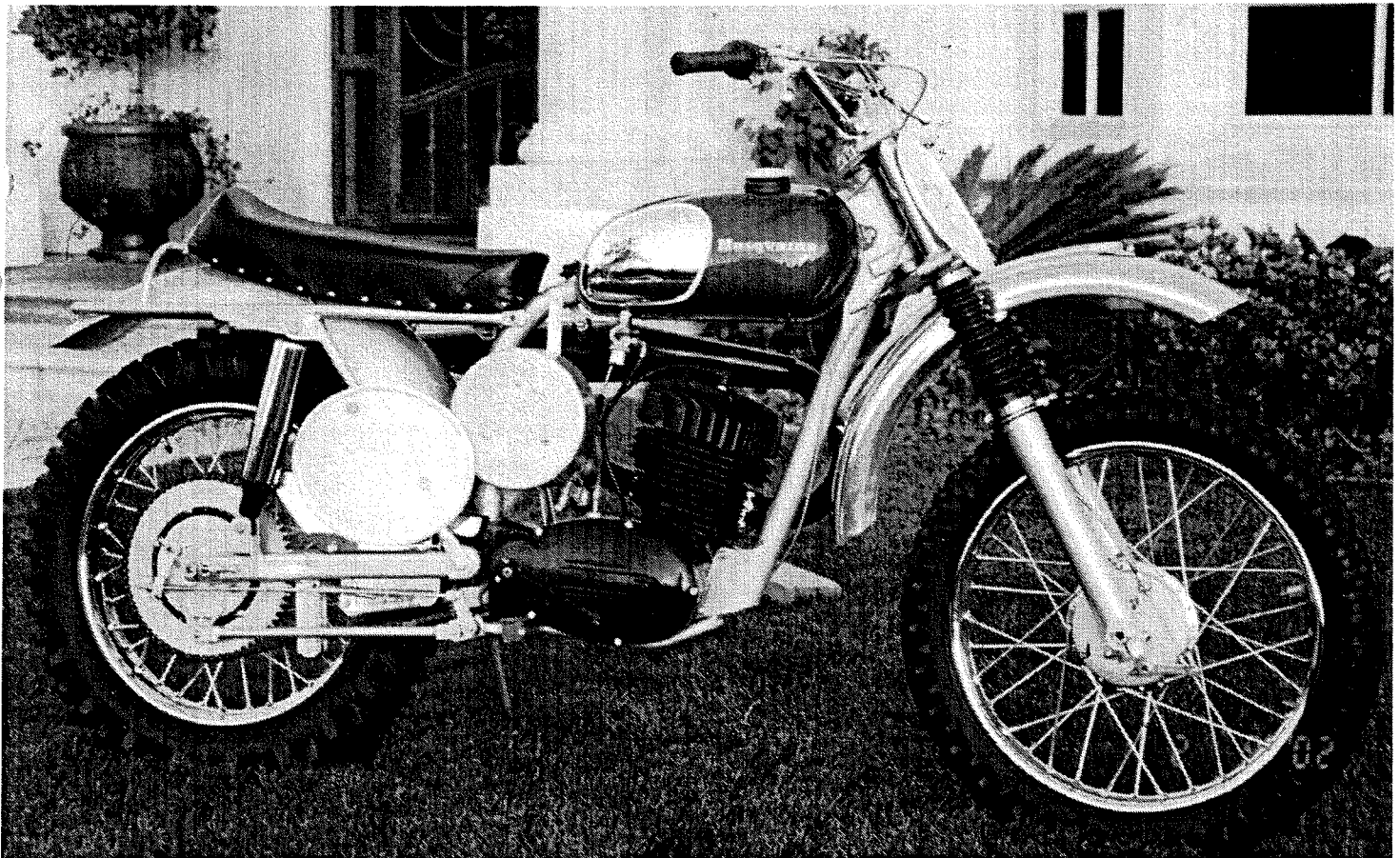
I have enclosed photos of the pride of my collection: an ultra rare 1966 Husqvarna 360 Viking! About 2 ½ years ago I purchased a 1967 Husky 360 from a friend in Colorado. In the course of conversation, he mentioned he had a 1966 Husky - I purchased it immediately. The "project bike" that arrived turned out to be frame # 66 939. A quick call to you and a little research revealed this was one of only ten 1966 360's ever imported into the U.S. ! This particular motorcycle was only the second one delivered to Edison Dye in San Diego on July 6, 1966 (other than Tom Ramey's Rebel 500, we know of no other 66 360's located in the U.S.). Unfortunately the motor was not "correct." However, two weeks later I received a call - the matching cases/motor had been found. The frame and motor were whisked down to John Lefevre at Vintage Husqvarna in San Marcos, CA. Over the course of 1 ½ years, John worked his magic in a painstaking and meticulous restoration. Only NOS or perfect BUFO hardware was installed. Original 18" and 19" Dunlop steel rims and tires were located. Even an original NOS seat cover was used. The final result is one exquisite and rare 1966 Husqvarna 360 MX. By the way, it runs as good as it looks.

1966 Husqvarna notes - There are many details to a Husky of this era that make it a very special piece of motocross history. The following details for a 1966 250 or 360 are my recollection -

1) front rim 19" chrome plated steel, Dunlop or also Radelli. 2) front brake plate has Husqvarna cast on it, grease fitting for brake lever pivot, riveted fork stop. 3) front tyre - Dunlop Sports 3:00x19. 4) front fender is alloy and deep sides design (last year for this). 5) fork caps are chrome plated and simple one piece. 6) zinc plated steel buckle ties for clutch cable to front down tube, brake cable to front fork lower. 7) last year for "push-in" plastic gas cap and tank design to allow this, also has exposed seam on tank upper surface. 8) front frame section only used in 1966. 9) expansion chamber only used in '66. 10) cast air bell only used '66. 11) swing arm only '66. 12) frame tail section only '66. 13) "step-down" kick stand. 14) rear brake plate has Husqvarna cast into it. 15) Husqvarna font on tank is taller style like 72-73. 16) Number plates could be white plastic, Euro used white painted alloy. 17) Girling shocks were early style "open" adjuster. 18) petcock was early "sediment bowl" style. 19) fork boots used on first year for Husqvarna silver forks. 20) flat faced air cleaner cover. 21) foot pegs fold straight up, instead of 45 degree up/back. 22) 428 chain. 23) polished wheel hubs front and rear. 24) early Bosch ignition with plug wire right out of cases. 25) no "v" guides for fork stops. 26) metallic swing arm bushings

These are few of 1966 details I can remember. Some of the '66 details carried to '67 early models, spare parts to maintain an early Husky were always logically updated to better later model parts. These details are always the source of much discussion within the Husky collector group. If you feel these details are incorrect, I suggest you get your own early Husqvarna and do it right and show the rest of us how it should be done. It is a lot of fun. Happy Huskys - Craig

I am impressed that "Dirt Bike" magazine chose the '66 Husqvarna as the "Dirt Bike Hall of Fame" roots of American motocross, but I always chuckle at their photos showing '67's. Is it possible that a '66 Husqvarna is so rare, that "Dirt Bike" magazine has never found one to photograph?



#28 Readers Write

**BAJA is Calling.....Can You hear it?.....
Come with your old Huskys.....Fun can be
yours..... Make sure you're ready.**

Reading what Bruce Conrad wrote in Issue # 26, I would like to elaborate a bit more on racing the Baja 500 and 1000. I have been involved with Baja racing since 1973 when I worked on a medical team during the 1973 Baja 1000 to la Paz. In 1975, I joined the Magnificent 7 Race Team here in San Diego, Ca. Mag 7 was founded by 7 friends in the auto and off road business in 1970, after the 1969 Baja 1000. They had found the need for pit crews, since Baja back then was almost 100% dirt roads south of Tijuana to the tip at Cabo San Lucas. The vehicles he mentioned have indeed raced the 1000, including to Class A Motorhomes in the early 70's. The Japanese Harley Davidson team was actually the second team to race a full size Harley in this race. We pitted both teams. The first one was in 1985 on an XL1200 Harley in a C&J frame. The second was a Harley 1000 team out of Phoenix (a dealer there). It just happened to be managed by a Japanese-American from Arizona. These courses are designed to be pre-run several weeks before the actual race. This is to give every racer a chance to memorize as much of the course as she/he can, in order to not get lost. Especially in the 1000 when it goes to La Paz every 3 years. Lets go from here and I'll try to explain what I've picked up over the 29 years I've been involved in baja racing. I have raced a Husky 420 Automatic in the 1981 Baja 1000 in class 22 Pro (open class) for 19 hours. I raced the 1982 San Felipe 250 in Class 22 Pro in March of 1882 for 7 hours. I raced the Baja 1000 in 1985 on an 1986, Husky 510TX for 28 hours. We took sixth in class. I raced the Baja 1000 in 1992 on a Honda XR600 in class 22 Pro for 27 hours. We placed 10th in class that year. This year, I will race my 1975 Husky 400WR in the Sportsman Class (over 250cc).

Followup questions from Craig and answers from Stephen: Who specifically is in place to deal with for lights and coil upgrades? Craig, there are several shops here in San Diego who can help you. A few of them are, Baja Designs in San Diego (858 area code), Ricky Stator in Santee (619 area code), Ron Bishop Motorcycles in Escondido and Vintage Husqvarna in San Marcos (both 760 area codes) are places to go (all in San Diego County). Baja Designs and Ricky Stator make the light frames as well. In the days when huskies ruled, single light units were the norm. Now, dual light mounts are the norm and HID lights are making a strong effort on most modern bikes. I run a single Cibi Super Oscar setup with one 55 watt H4 bulb to pre run on and a dual setup for racing. That is one pencil beam and one driving light. Since the Oscars have a 1.5 mile reflective range, the pencil beam lights up way ahead. The driving light lights up the area directly around me. When you get in fog (Baja 1000) or thick dust you can adjust the Pencil beam down so as not to blind you. Baja Designs web site at www.Bajadesigns.com has examples of single and double light setups. You should have at least two spare setups in case the rider wads up the lights in a crash. You should try to get a SEM ignition since they put out 140 watts of constant juice. A motoplate is more reliable, but when the RPM drops off in turns and down hills, so does the light!**If you were to hire the Mag 7 Race Team to be your pit crew, how many gas cans, what size would you need to provide? And what am I not asking? Are these two person events? What is the minimum crew needed to race the Baja 500 and 1000?**The Magnificent 7 Race Team, or Mag 7 for short, pits all classes of Score racing. The bikes

have several classes. There is Class 22 Pro (open bikes), Class 21 Pro (250 bikes), Class 21 Pro (125 bikes but rarely used), Class 30 Pro (any bike for racers 30 year old and older), Class 40 Pro (any size bike for racers 40 year old and older), Class 50 Pro (for any size bike, racers 50 and older), Sportsman 250< (all bikes 250 and under for any age racer) and Sportsman 250> (all bikes over 250 for any age racer). The Pro Classes cost about double of the Sportsman classes. Sportsman classes don't pay back money, but instead just trophies. Mag 7 has a web site at www.mag7race.com. We pull full service pits for bikes and quads. We have our own dump cans (Jazz Cans at 5.5 gallons and IMS Dry Break dump cans at 4.5 gallons). We have our own welders (stick), generators, pit lights for night operations, food and water for racers and a staffed crew that will remain open, to help you day and night. We have our own tools and air. Most of Mag 7 pit crews ride or race bikes themselves along with buggies and trucks. All you provide is pit money, fuel money (we pay for your fuel in advance and deliver it to the pit locations) and any spares you want taken to whichever pits you desire. If you should break down nearby a pit, we will help you get to your chase crew or back to the finish, whichever is closer. Ever pit has FM radios, and 35" antennas. We can contact you while racing and your chase crew. You can get by with one chase crew, but you should really have two or more, so they can leap frog each other as you travel down the course, day and night. You can have up to 4 racers per team for the same price. After that, Score charges for extra racers. Some teams run 8-10 racers to break up the racing. Others run just 2-4 and rough it. And some fools (like myself) run it by ourselves, which is called "Ironman." You can rent trucks to take into Baja (Budget I believe) for chase vehicles. You can rent motorhomes to house your wives and racers while resting between sections. The Japanese and European teams use these a lot. If you race a Husky or other bike other than Hondas XR's, you only have three basic teams to help you. The two largest ones are Mag 7 and Baja Pits. The third is Ron Bishops Baja Pits (different from Baja Pits). Ron Bishop provides pits every 50 miles for 4-8 racers and himself. The other two teams provide pits every 50-70 (depending on the course and how many two strokes if any we get to sign up) for up to 40-50 racers each. We provide (Baja Pits and Mag 7) 76 Race Fuel in 97 and 110 Octane. This year, Baja Pits and Mag 7 are working to join together and provide pits every 50 miles the entire course to la Paz for the Baja 1000. The race is actually either 970 miles to 1,050 miles depending on the roads and two tracks used. You are given 48 hours to complete the entire course. So you have to average a 24 MPH rate over the entire course to keep ahead of the check points closing and the pit's closing as you travel down the course. gearing up the bike is best. You want a sprocket ratio that will give you at least 80 MPH on the top end. The winning bikes are geared one side or the other of 100 MPH. Terrain is rocks, sand, dirt, adobe, hills, wash outs, salt water, people, dogs and livestock, booby traps by bored locals and a host of hallucinations. I once thought I had a locomotive chasing me in the 92 1000. That went on for most of the night after midnight. I rode the race bike 400 miles from 10:30pm to 6am. **Can 2 people and one bike show up from West Virginia and have a chance of finishing?** Craig, this is a battle of attrition. Bikes break at an alarming rate, mainly because most of the racers want to win their classes and the Class 22 open bikes want to win overall. It has been my general experience, that if you race this like a 28-34 MPH enduro schedule, you will finish and probably place in the top 10 of your class. You can haul down straight roads and beaches and cruise through the rougher section. If you can't pre run at all, take it easy when you can't see head. Always expect on coming traffic around blind corners and on uphill. After all, these

roads belong to Mexican families whom are not part of the race. Ranchers and such, tourist that are not aware a race is going on, etc., run these roads year round. BE CAREFUL! You can hire racers who are not racing this event to chase for you. Guys that know Baja, which is helpful when you need someone to come get you and your bike when you are really broken. Or crashed out and hurt. Up until the 90's, teams could only have 2 riders per team. Then it was a true adventure. Now with some teams having 10 riders and others having 3-4, it can be easier. So you can enter this race, bring along 5 buddies and each ride maybe 100-150 miles each. And have a blast and tell everyone back home you raced the Baja 500 or 1000. And maybe even did good in your class and overall too.

How do you get a mousse in your rear tire? Who do you buy them from? What price are they? Why not run one in front? What tires should you run that will last the race? Craig, this one is detailed. Some racers love Mousse's and some hate them. Here is the skinny on Mousse tubes. Yes, they are virtually flat proof. 100% flat proof they say. Many racers run them in front tires and run heavy duty tubes with slime and 20 lbs of air in the rears. 20 lbs of air makes the tire slide a bit, but resist most flats EXCEPT hitting a barrel cactus head one! Some racers run them front and rear. The problem here is tire spin. If your bike is say a Kawasaki 500 or pumped Honda 650 or a KTM 520 or something with major HP to the rear end, you can melt the mousse tube on the pavement sections and long straightways. That's right, MELT THE TUBE. That causes a very messy flat tire in the middle of no where usually. Running a Mousse in the front allows the sloppy racer a chance to hit anything and keep going. you will have to break the rim or hub to stop the front end. I have run both and I think the mousse is better in the front than a heavy duty tube with slime. But either will work. Mousses are not cheap. Expect to pay about \$100 per tube. And installing them is a witch as you have probably heard? You need a heavy duty tube if you don't run a mousse. Dunlop comes to mind. As for tires, here is what I've used with success. Top of the line would be the Michelin Baja tires in either 3.00x21 or 120, 140/100 18. I have seen one Michelin rear tire go 1000 miles and still have 1/2 of it's tread intact. The next tires are Dunlop's, 739 AT. The third is the Pirelli MT 18 HD (heavy Duty). These or a combination of these should get you to the finish OK? You will need a few spare wheels/tires too. A minimum of one set (front and rear) in each chase truck. A couple spare tubes to go with each of these and tire irons too. Isolated pits where a chase truck wont go (because he would be stuck there the rest of the race) you will want to leave either at least a rear complete tire. So probably 10 spare tires/wheels minimum, plus your race set on the bike. Start lining up wheel now from friends or ebay. I have bought seven wheel so far and have bids on three more. You will want heavy duty rims (excel or Sun perhaps) and HD spokes as well. Tie your spokes together with wire or zip ties to keep them from breaking and puncturing your tires side wall. Plus the spokes strengthen each other that way. Replace every bushing, seal and rubber part that might fail. You don't want to fly to San Diego, rent a truck or two, pay the race fee and pit fee. Gain spare wheels and parts and then have your gearbox or swingarm mess up because you decided not to check them prior to the race. Learn your bike, especially the ignition and light systems. Loctite everything not coming off with red. Use blue on things that you might have to change (air cleaner nuts, axle nuts, etc.). Anything that moves around now, will REALLY move around after 500 or 1000 miles. Safety wire everything possible. Think of this as a very long enduro where you are away from help for hours on end. Prepare for that and you will be fine. You buy Mousse's from Michelin.

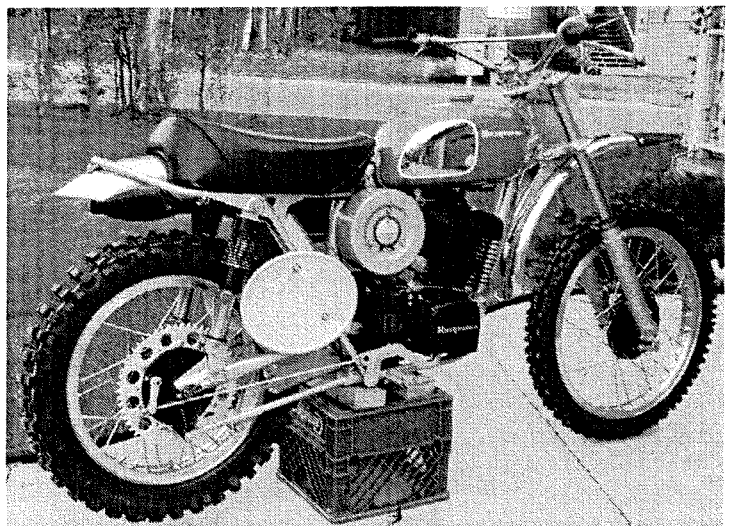
When is this event? Where are invites or registrations? What does it cost? The Baja 500 is always the first weekend of June. The Baja

1000 is run on two dates in November. If the race is in years 2 & 3, it is run the first weekend of November. If it is run in year # 1, it is the second week of November from Thursday to Saturday. This year it is the Thursday to Saturday schedule. Score puts on this event. You can find them at www.score-international.com. They charge \$50 a year to join for bikes. Depending on whether you race Pro or Sportsman, the race fee can run from \$500 to \$1,100 per entry #. For Mag 7 members pay \$50 each calendar year from January 30th to January 30th. We only pit members. You can join year around, but renewals are in January. Then for a slight fee, we will put pits out on the course for you. Our web site is www.mag7race.com. Our team phone number is 619-303-6283. And you can email me at President@Mag7race.com if you need further help? We can help you with answers to your questions and can point you in the right directions. My name is Stephen Stenberg and I am the President of the Team. Forwardair can ship your bike to San Diego and you can pick it up here. They can be found at www.Forwardair.com. I just used them to get my 400 from Medford Ore. (Competition Cycles.) That is it. Hope to see some of you there? Husky On! Stephen Stenberg, President, Mag 7 Race Team Mag7race@aol.com

How do you get the right oil or the right oil/gas mixture for a rider or team?

The riders usually use 32:1 when racing Baja. But each racers as he signs up with us tells us what ratio he is using and oil brand. We usually use golden Spectro or Valoline 2-stroke oil if non is specified. if the racer is coming from a long-distance, we will include the oil prices in the bill. Then his oil is taken to each pit and the Captain there mixes it using a Ratio Rite. When pre running, each ride usually carries a small day sack on his back. This will have some tools maybe, walking shoes, lock and fork fluid bottles full of two stroke oil. Four ounces is 1 gallon at 32:1 so you bring what you need to mix at local gas stations or farms along the way. Your chase truck carries fuel too when you can meet up with them.

Ed note - A big thanks to Stephen for writing this up! Let's Go!



Pat Caudill in Alaska has a story to tell in up coming newsletter about just such a quest on his 72 450 CR MJ series Husqvarna. Buying a bike based on the seller description and small pictures can be very nerve wracking. Next issue #29 for story!



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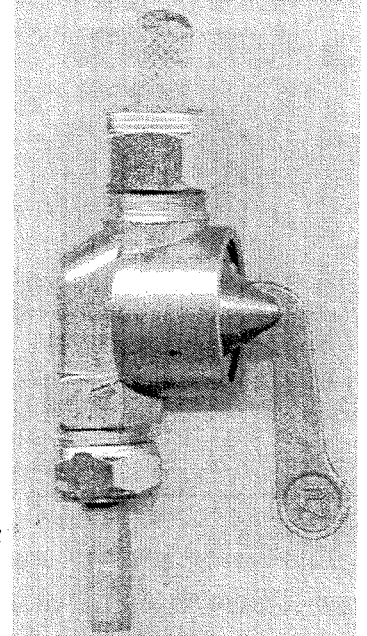


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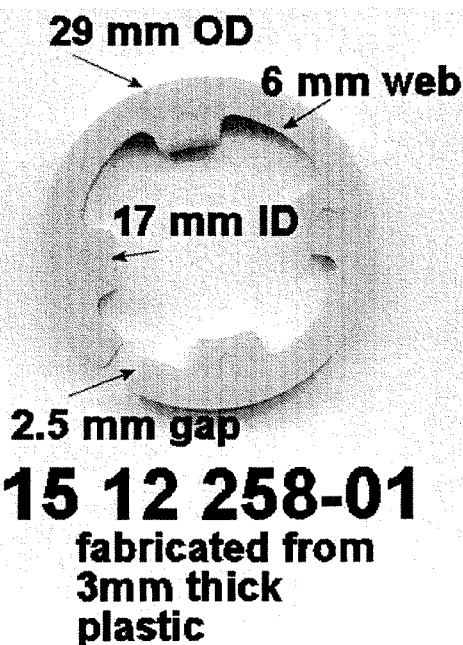
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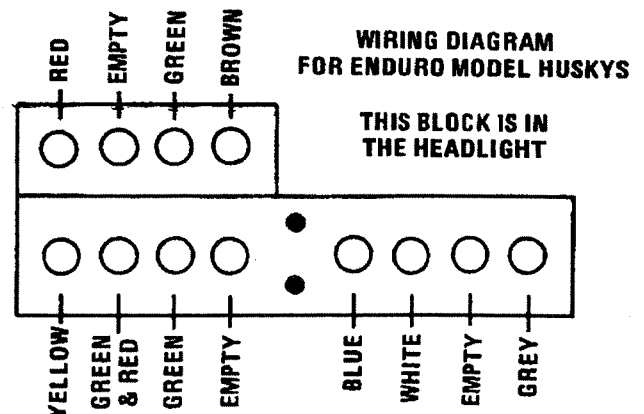
Husky Tips



Ever wonder what the dimensions were on those plastic bump washers in Husky forks?

WIRING DIAGRAM FOR THE HUSKY ENDURO

Some dealers and riders are having difficulty with the wiring on the Husky Enduro models. The drawing below should help in attaching the wiring.

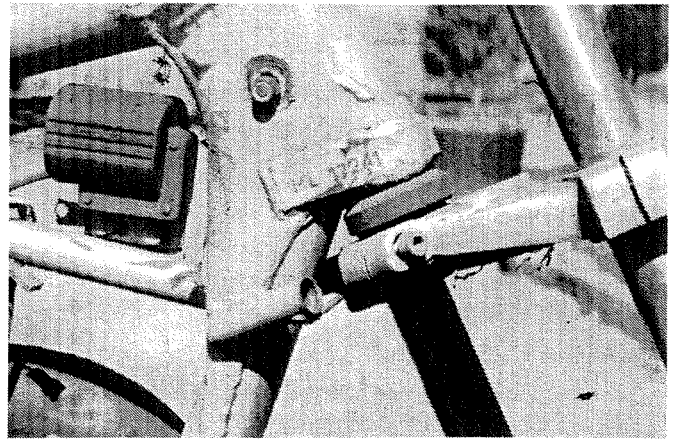
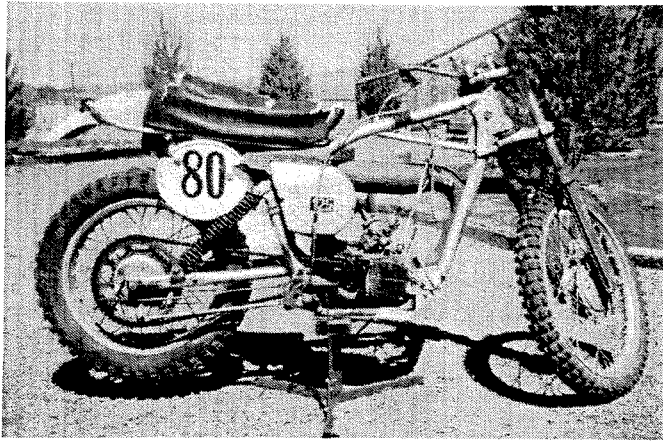


MOTO-PLATS PROVE SUCCESSFUL WHEN MOUNTED PROPERLY

We have gotten a few Moto-Plat ignitions back from some dealers only to find they run perfectly when we test them. We have traced the problem back to poor grounding of the coil to the frame.

On the mounting of both the Husky and Penton, scrape all the paint off where the coil is mounted to the frame. To assure good grounding, attach a ground wire as shown. All Moto-Plat instructions carry this if it will only be read by the customer. Try to remind him if you do not install the unit personally.

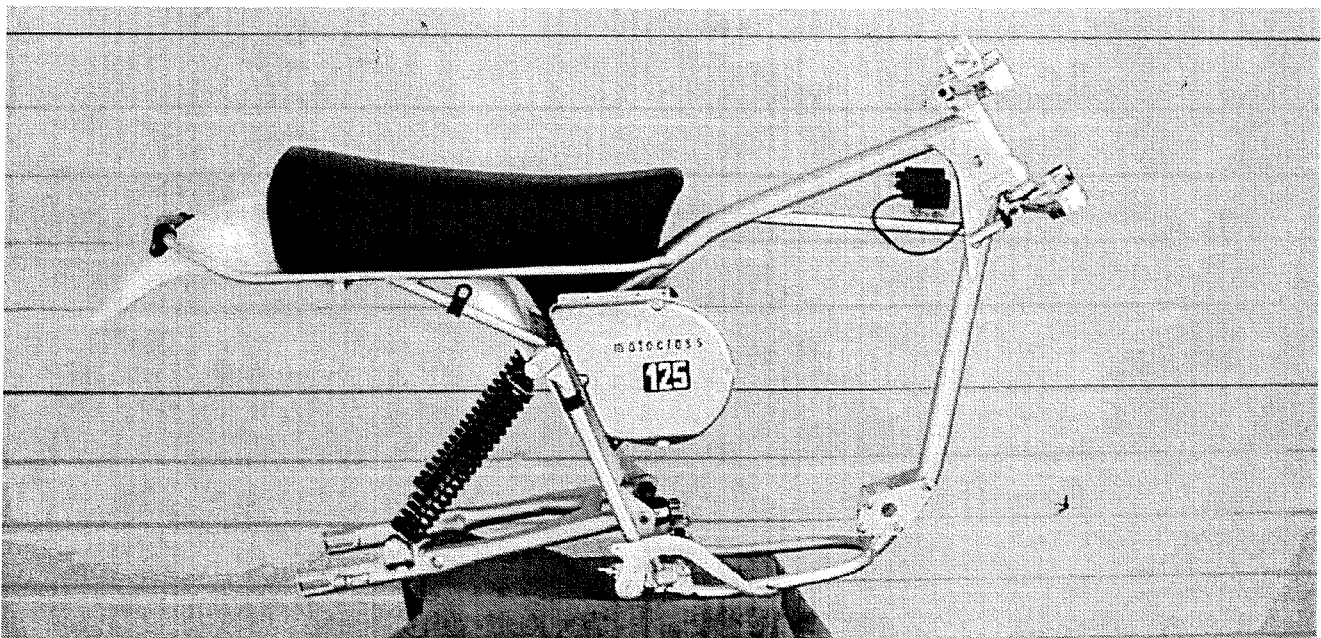
This tip is from April 71, Penton Import newsletter #1

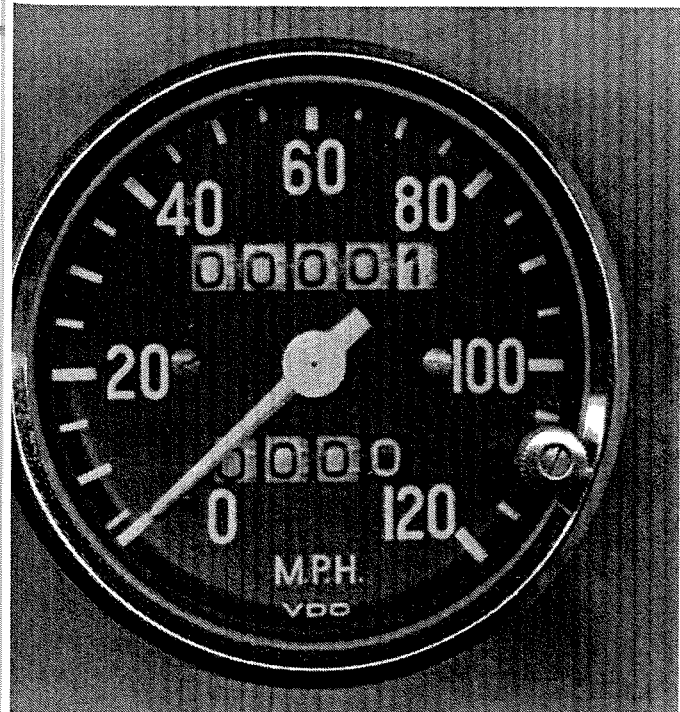


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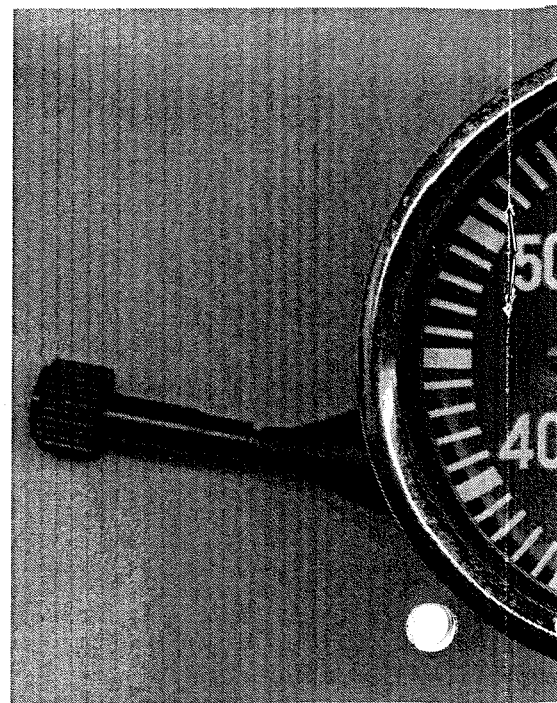
by Martin Odell - M0dell541@aol.com

Hi Husky Club, here is some before and in progress pictures of my 125. This is the bike I found in the scrap metal yard in April this year and purchased for \$20. I have since spent much more \$ since of course. I did a title search and was able to have a new title issued to me. Since I quit drag racing I had to have something to do. I decided to restore this bike because I used to race motocross back in 1972-1977. I personally raced a 125 Bultaco pursang but raced against many Huskys. My wife Marsha thought I was nuts when she saw what it looked like the day I dragged it home. Since then I have acquired many vintage European dirt bikes. The rear shocks are NOS as is the rear sprocket. I have purchased an NOS 1979 cylinder, intake manifold, piston/ring set and connecting rod kit from Hals. The seat is nearly NOS which I purchased from Rick in Ohio. Many other items not in the pictures are number plates, hand controls and fuel petcock all new purchased from the Husky club. Fenders, cables, and the gas shocks I purchased from Vintage Husky. I have been having a blast working on this project. If anyone in the club has a really nice 1977 cylinder and would like to trade for the NOS 1979 cylinder please let me know. Without the Husky clubs help I would have been lost trying to get information and parts sources for the Husky. I painted the frame with the paint code info supplied by Craig (turned out really nice). I polished the triple trees and the rear wheel and relaced the rear wheel with stainless spokes and new Akront decals supplied by Speed and Sport. The small alloy tank is being painted by Ed James down in Texas. I hope you enjoy the pics. Thank you again for your help, Martin O'Dell



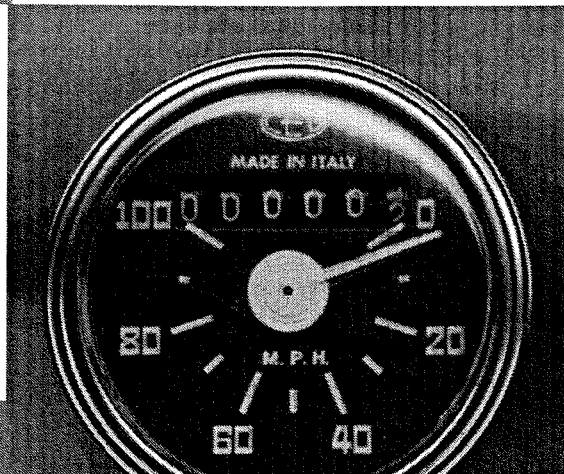


1969 thru 1975 , rear drive VDO speedo

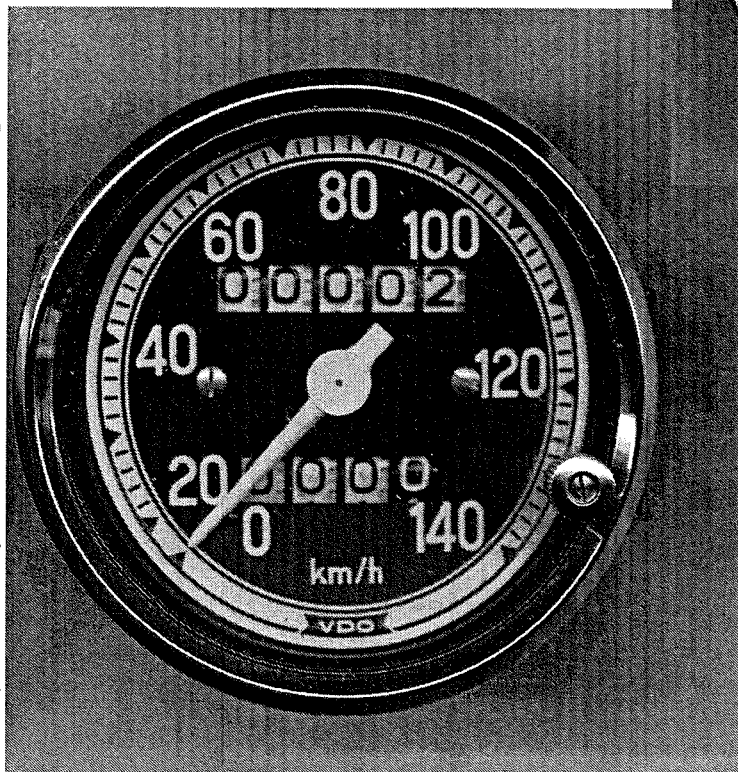


1976-1982 Husky Pro
24 mph average. I hav

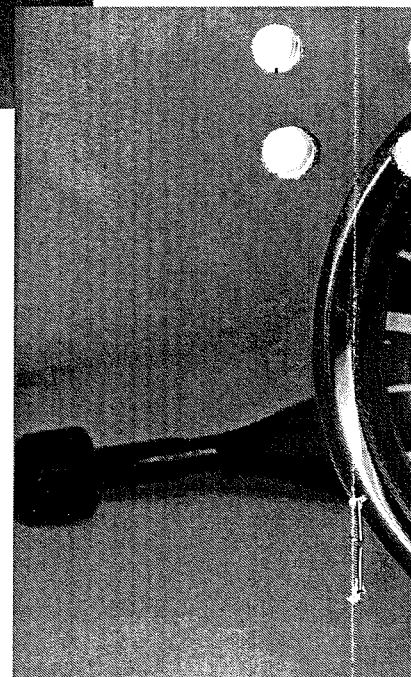
H u s



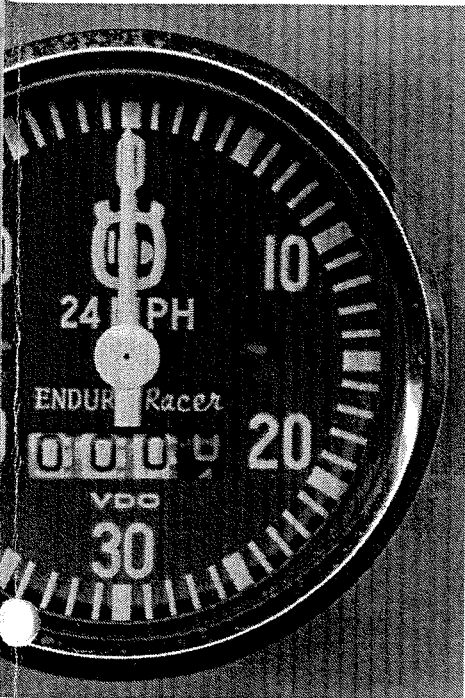
1967-68 250 T Commando
front drive speedo



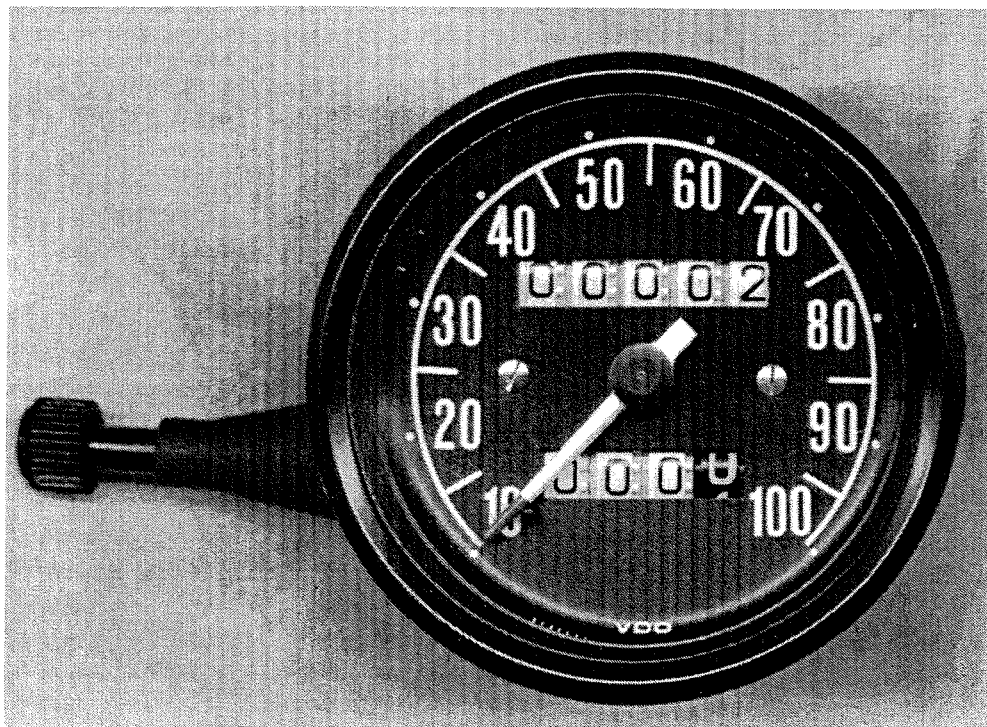
1969 thru 1975 european rear drive speedo



1976-1'
for WR

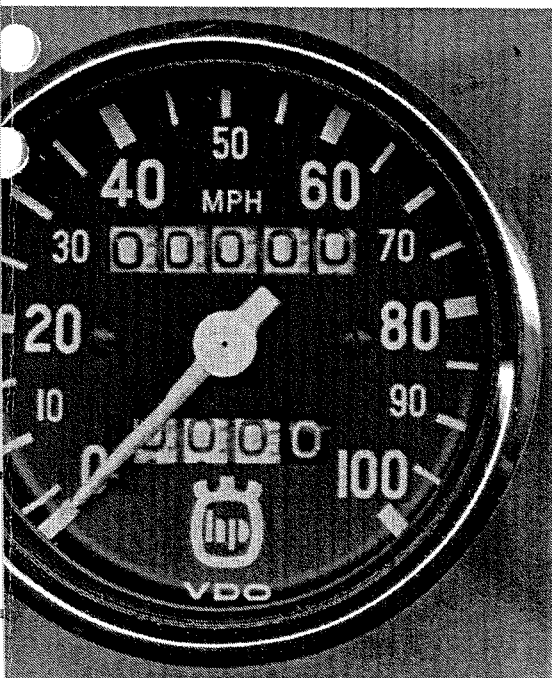


Husqvarna products endurometer, set at the standard
 we've forgotten how this works!

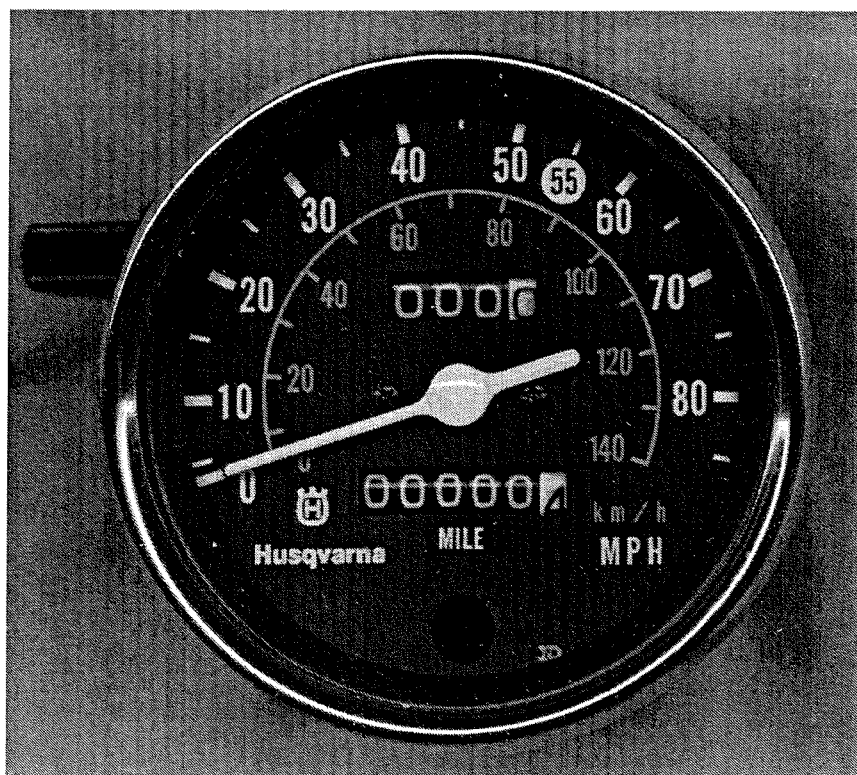


1980-86 front drive speedo, standard on
 most WR models

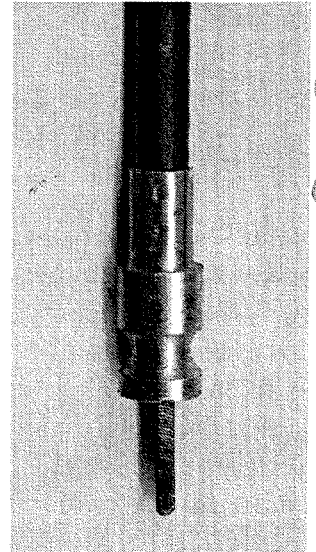
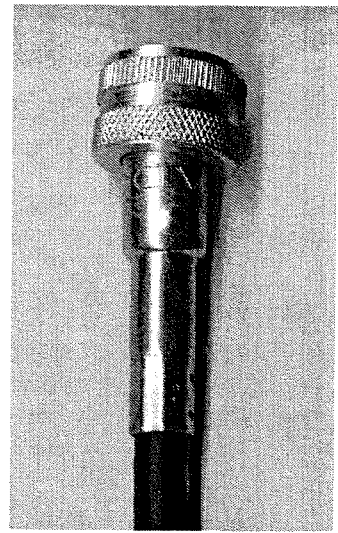
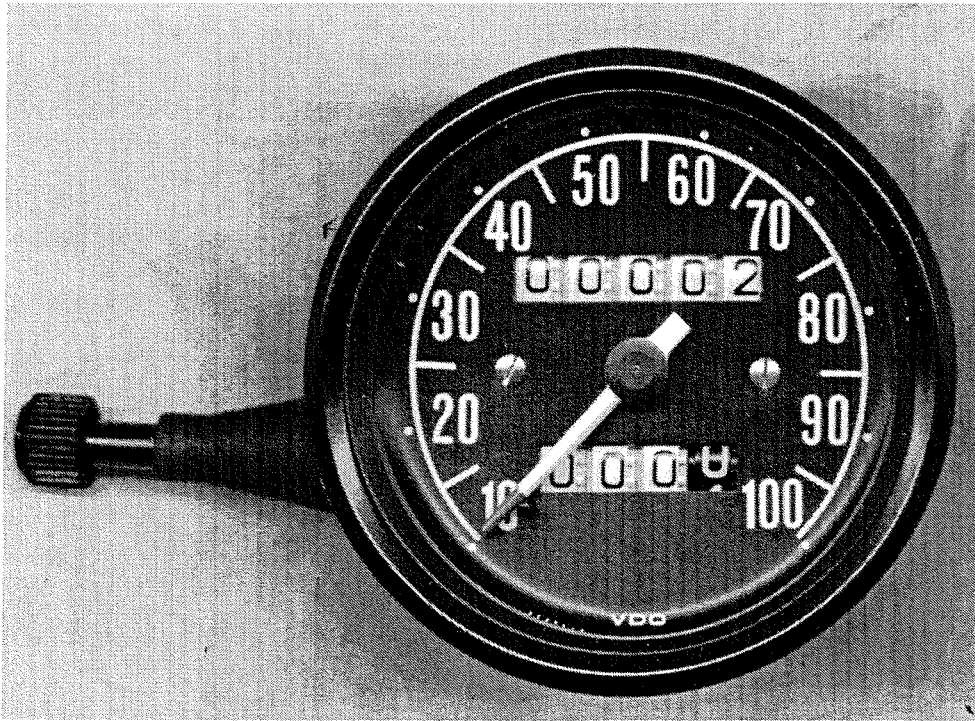
q v a r n a S p e e d o s



1980 Husky Products front drive speedo
 models

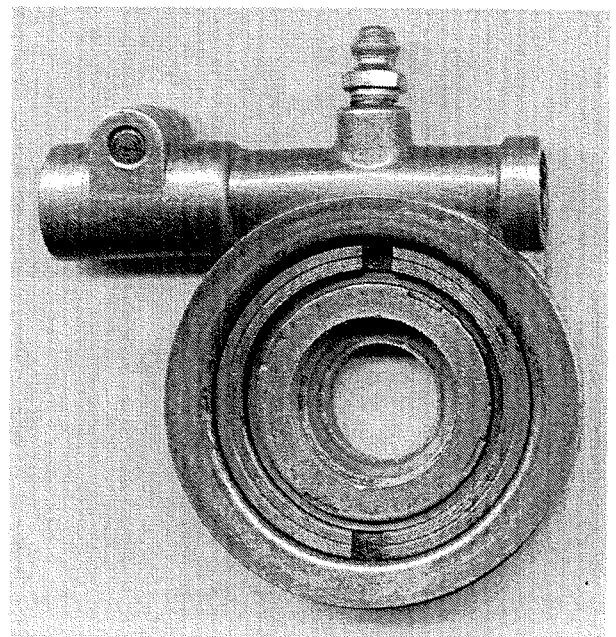
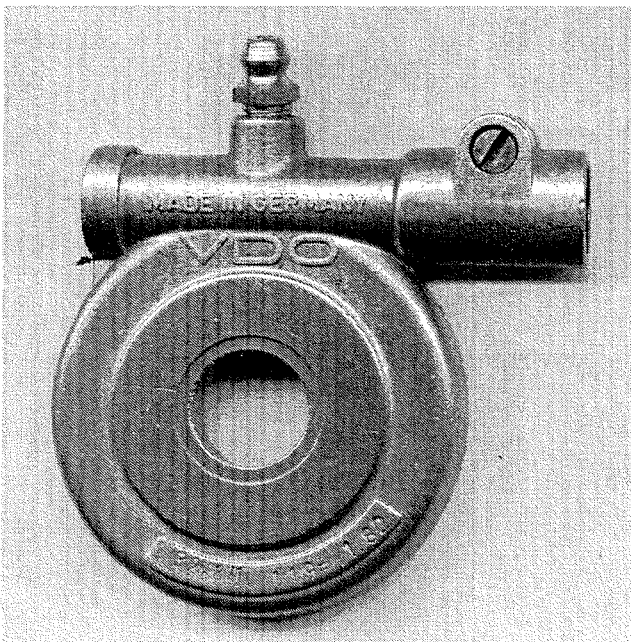


1987-89 front drive speedo for most WR's



These pictures show almost the complete Speedometer set up off of a **1982 430 WR**. The speedo is mounted on two brackets (not shown) that come forward off each handlebar mount. The drive is on the right front hub where there are 2 pins sticking out of the hub washer. This pinned washer is found on all the models CR, WR, XC all. If a speedo is not used, then a spacer is used on the right front to replace it. The drive cable is 40" long. The drive unit is VDO, made in Germany. The number on it are : 32/8/1 1:1.9=1.82. Also not shown is the bent wire bracket that keeps the cable from rubbing on the front tire, maybe another issue.

I could use some help on informing the readers about 1) drive cable manufacture, 2) speedo drive units and speedo head repair and sales, 3) modern electronic replacement - thanks husky@intrepid.net



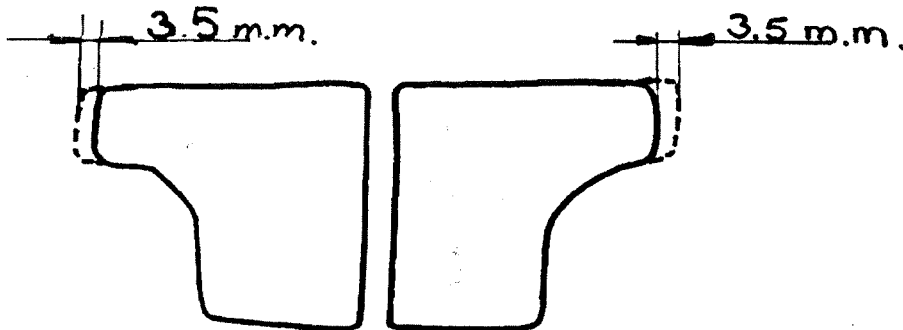
SERVICE BULLETIN NO. 102

RE: TUNING THE 250 MAG
FROM: NILS ARNE NILSSON, SERVICE MANAGER



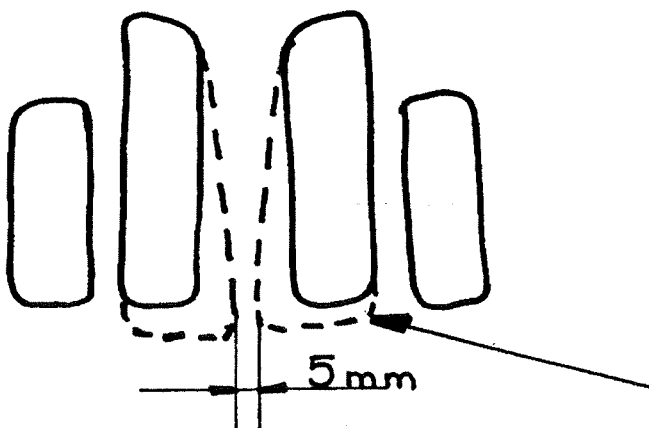
MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 9211
TEL.: (714) 565-1414

EXHAUST PORT



Widen the exhaust port
as shown (don't raise).

INTAKE PORT



Lower the two center intake ports
3 mm each and taper the center bridge
down as shown.

Mill 0.5 mm of the cylinder base (the gasket surface) to lower the cylinder.

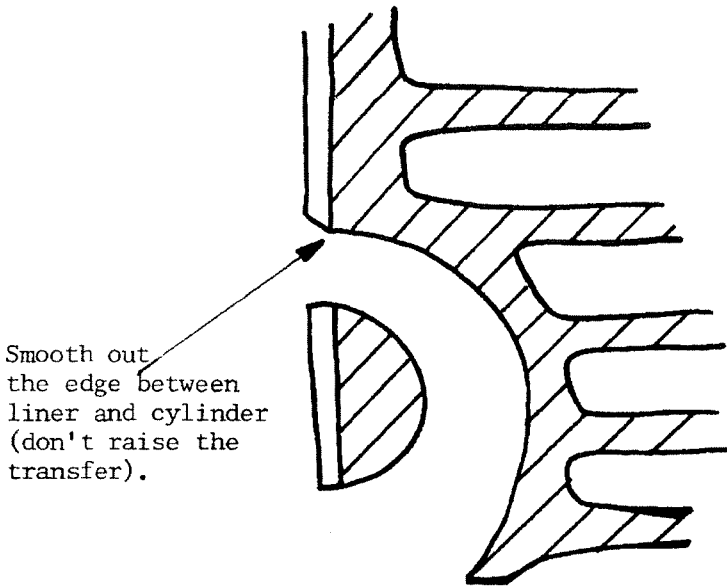
SERVICE BULLETIN NO. 102

RE: TUNING THE 250 MAG
FROM: NILS ARNE NILSSON, SERVICE MANAGER



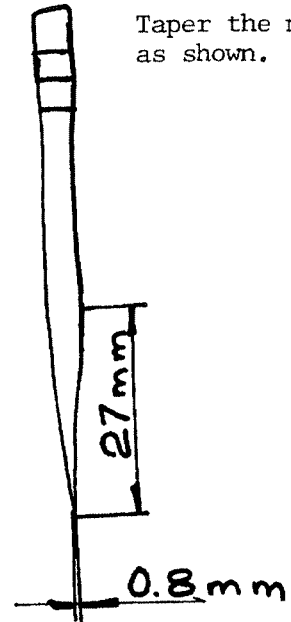
MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414

TRANSFER PORT



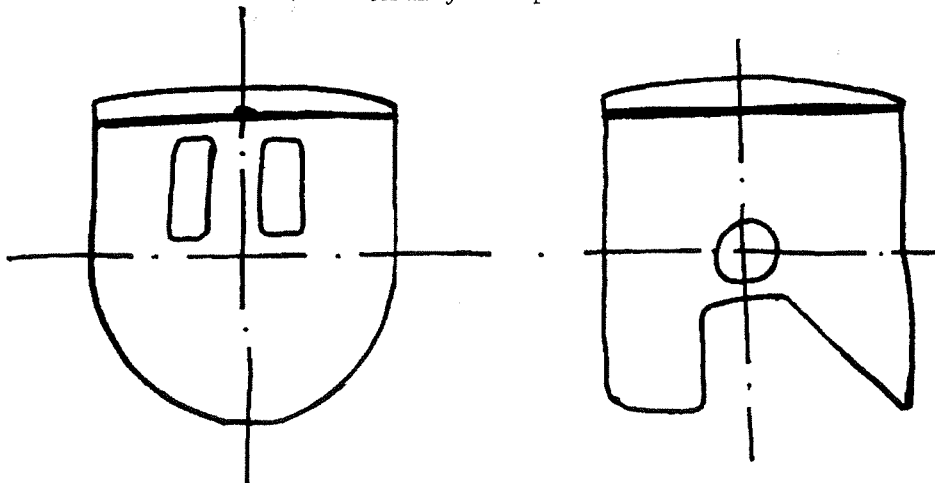
Smooth out
the edge between
liner and cylinder
(don't raise the
transfer).

CARBURATOR NEEDLE



Taper the needle
as shown.

Modify the piston skirt as shown.



MegaClassifieds #28

I need a cylinder for a '73 CR250 Husky. Engine serial 2028. MK frame. I've got a 4th overbore piston and need the cylinder for same. Thanks, Scott White Jefferson City, MO 573-635-2867 wfo250@mchsi.com

I bought all these parts for a 1980 390 OR, but have decided not to restore the bike. All parts are new, never been on a bike. If I could sell it all in one lot, I would take \$200 for it all. Add S&H to all parts sold. Email pwrstrk1@msn.com - 1 - Rear fender Part # 151815301 \$20, 1 - UNI Air Filter Part # NU-1003ST \$20, 1 - 53T Rear Sprocket (Gold) \$30, 1 - 12T Counter Shaft Sprocket \$15, 1 - Chain Slide (Swing arm) Part # 151090601 \$15, 2 - Kick Starter Springs \$20 for both, 4 - Fork Seals (2 Sets) \$20, 2 - Cylinder Base Gaskets \$10 for both, 1 - Clutch Cover Gasket \$8, 1 - Chain Tensioner Roller (Large) Part # 151545101 \$15, 1 - Mikuni Intake (VM35/200) \$15, 2 - Tank Bushings (Rubber) \$5, 1 - Shifter Shaft Seal \$5, 1 - Chain Tensioner Spacer w/ORings \$5, 3 - Reed Cage Gaskets (3 Gaskets) \$5, 1 - Exhaust Manifold Gasket \$5, 2 - Cross Bar Pads (Black w/Gold Husqvarna) \$5ea, 1 - Used Petcock \$5, Steve pwrstrk1@msn.com

86/87 430 parts, parting out several auto engine, frame, engine parts, misc call 480-488-3509 located in Phoenix AZ.

For Sale: Remaining Parts of 1987 250CR Husky I am selling the complete front end with extras. The forks are W/P inverted revalved and lowered two inches by Durelle Racing. Stock fender and number plate, Aceribis disc guard and sliders. Wheel and disc are both straight, extra wheel is straight (no disc) all bearings good. Triples complete. Brakes complete. Axle with spacer. This is some nice equipment \$525. **Can Email Pic's of front end** Flatslide Mikuni 38mm \$75. Dyno port pipe with muffler - dented 3 1/2 x 2 1/2 x 3/4 dished out - \$65. **For Sale: Remaining Parts of 250XC Husky** (Motor #2044 0462): Cylinder with used 69.69 piston and head (flat but pitted) \$60. Inner cases with rod & clutch (no side covers or electrics, bad tranny) \$60 or \$100 for cylinder and cases! 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) or 612.724.0814 (home).

1980 360 Husky Automatic. Bike is in ok shape, but it runs well and is exceptionally fast. Inquire for pics. I think this is a collectors bike due to its automatic trans, but I really don't have a use for it. I also have a milk crate full of extra parts for it also. carb, brngs, sprockets etc \$500. OBO 602-743-7447 Arizona "Johnson, Jason" <jason.johnson3@honeywell.com>

I am looking to sell my 1987 Husky 430WR. Complete bike, but cracked motor case, frame and all other parts are in excellent condition. I would like to sell this bike at \$300 or B/O. My e-mail address is dybuzz@yahoo.com, if you would like to contact me. Thanks for your time, Dave from NY

Two 78 390CRs - frame #s ML25341, Eng 2061-1993, ML25343, Eng 2061-1943. One in running condition, New Tires, Fenders, original forks and Olins rear gas shocks, One in parts, engine needs a new ignition has aftermarket Fox 44mm forks. Both gas tanks are dent free. Good restoration project bikes. both for \$750 or B.O. Santa Clara, CA. Contact Mark at 408-241-4093 or email rapidrobbiejrt@aol.com

Stolen Husky, 1987 430 auto, 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 #2122 0176. It has a red cover on the seat, wr fenders with lights, decal on swing arm says Temecula cycles, please contact me, Happy Huskys, 1987 430 Auto. Ron Connors (760)738-4077, "Ronald Connors" <rcsj4ever@earthlink.net>

I have a husky, vin ml17998 eng 2053 1072 wanting to sell please call me at 541 342 1284 or 541 726 1890 eugene oregon thanks Jim. margaretlewis2@attbi.com
Wanted: '73 or newer stock MX tank for my '73 CR250. Looking for one in good shape. Dave Hefterich, Ventura Ca. (805)658-0899

wanted - 79-81 Husky CR/OR/XC 390-430, prefer good condition and close to California, please call 805-473-0235 - email - jmacfam3@charter.net

PARTING OUT - 1985 Husky 500CR, forks, wheels, shock, plastic, and more. Email superbikekid@shaw.ca for inquiries. Will reply with pictures. Winnipeg, Canada.

1980 CR-250 Husqvarna for sale, complete, runs, but needs piston kit. compression is low. clutch and gears seems fine as well as the rod. \$475. pick up. can ship, for \$200. total. E-mail huskyrips@yahoo.com

HUSQVARNA FOR SALE 1. **MI # 4238, 400 Cross**, restored to perfection (96/100 point scale), \$3,500 - sold separately. 2. All of the below are sold as one lot - \$4,000 - **MI, SN # 4977, 400 Cross**, restored in 1995 for AHRMA MX and Enduro Races: * Vintage Husky motor (new) * New seat * Powder coated frame * Renthal bars * Preston Petty fenders (F/R) * New metzlers F/R * New cables/all * Skyway spark arrestor * 2.9 gal hi-point aluminum tank * WP shocks * Powder coated exhaust chamber * O-ring chain/new sprockets * Pro-fab swing arm/ AHRMA MX legal Have title and B.O.S. from M. Smith Motors - Riverside, California. 3. **MJ, SN # 09906, 250 Cross** - not restored * New seat * Skyway spark arrestor * Old tank, no dents or scratches, excellent condition * Engine runs, less than 1,000 miles * Original paint on frame - no rust - stored in New Mexico * One owner/great condition/does not need restoration 4. Additional Husky stuff (see pictures): * Gas Tanks: 2-Hi-point (2.9 gal) aluminum * MI Parts Book (Repro) * Clymer Service Repair Book 1966-1972 * Hi-point Enduro tail light * Preston Petty Enduro head light w/wire harness * NOS 1 Air Cleaner * MS gloves * MI Owners Manual w/Rider Tool Kit * 3 - MI MDL Aluminum Rear Fenders/Front * 1 Kick Stand * NOS 1 - Gas tank - minor pin point, but perfect * 3 R-sprockets * NOS 1 - 17"

Barum Tire, MX Special w/Husqvarna stamp on knobs (never mounted) * 2 Throttles/Brakes 4 Yellow # Plates * NOS 1 - 21" Barum Tire, MX Special, never mounted * NOS 4 - Preston Petty Front Fenders, 2 Black, 2 Yellow * 1 Penton Hi-point Leather Enduro Tank Bag * NOS 1 - MI Front Fender Brace * 3 Boxes of spare parts: 14 Levers w/perches, 3 Shift Levers, 2 VDO Speedos, 1 Cable, 3 Throttle Cables, 2 Brakes, 1 NOS MI MDL Chrome Chain Guide (Upper) * Miscellaneous bolts, nuts, etc. Numbers 2, 3 and 4 SOLD AS A LOT - \$4,000, Don.Riggie@itt.com

Have 1981 KTM 495 will trade for Husqvarna or Husqvarna parts. If you are interested, call me with what you have. This is a 95 percent complete bike, does not run.needs piston. This would make a killer AHRMA 500cc GP bike, that was my intention when I bought it, but now decided to stick to one brand.contact: John Brucker 717-273-0031 Lebanon, PA

Technosel tank/ rad.shroud graphics fit 97/98 husq. 410 & 610 4 strokes \$35 automatic clutch shoes, complete set for 2nd or 3rd gear, were purchased for 87 430ae, may fit other models \$50 kirk steinberg kstein@dmi.net 208/ 667-1540

Wanted: 1976 thru 1983 125 motor, no boat anchors, must be in fairly good shape. Also looking for a 32mm Bing or a 34 mm Mikuni carb (complete) and a pair of Leleu brake shoes for my '76 Husky. harderrvh@cs.com

Wanted; for a 1987 250 XC , frame #XP 24926 front fender w/ logo, rear fender, tank shrouds w/logo, rubber chain pad for swing arm and chain guide brkt, chain guide wheels, replaceable window for Brembo master cylinder, original style headlight kit. I would prefer new or near new,need to ship to H.I. Thank You, Duncan McPhee- timmy@ccmaui.net

I have a 78 husky 390 that I would like to sell. It was given to me by my dad and has very few hours on it. It runs great and everything is original, even the tires. I have the original owners/ service manual and it looks exactly like the picture. I also have a fork seal changing tool that my dad bought or had made. Please e-mail or call if interested or pass this message along.the bike has been stored indoors under a cover it's whole life. I did the normal oil/fluid changes prior to ridding it and had a crack at the exhaust bracket welded. Also the original seat has one small tear about 1 inch long. Ken johnson (916) 663-4210 auburn ca. , "KEN JOHNSON" <kj9617@hotmail.com>

1980 Husqvarna - Runs and rides well.Complete. Also selling 1984 Yamaha YZ 80 in like new condition (less than 100 miles) and two cycle trailer. \$1500 for everything.David H. Gill, Chicago, IL 60612, Tel312 930 5292 (days), "David Gill" <davidhgill@msn.com>

WANTED 1971 Husqvarna 360 C Sportsman. Looking for a clean, stock, original, early 1970s 360 C Sportsman. Call Tom (310) 392-9817 theschrode@yahoo.com

1974 Husqvarna 400 WR, great condition, runs well, has many new parts, has CA title. \$1200 obo or trade for open evo class bike. waltersscs@aol.com, (760-743-8304.

I have an 87 Husky 430 that I want to sell. It has a blown crank seal, it is otherwise in very good condition. I am asking \$700 for it. The front and rear tires only have 4 rides on them. The front caliper is brand new. If you know anyone who might be interested please give them my number (661) 313-1575 or my email address "CruelSmurf@aol.com"

I have 75 250WR with pp headlight and a MX pipe and will part out. Ron Monnig 502 484 4400, <CONNECTORS@flash.net>

Wanted - I have a question for the club please. I'm continually having problems with tank painters who have eyesight problems and cannot line up either the white pinstripe or the husky decal relative to the white pinstripe/chrome area.

Do anyone have a NOS 74 Mag tank or similar (one without the black outline) that a overlay could be drawn that includes the white pinstripe and husky logo/writing as one unit. I'm thinking that this could be made as a reverse sticker and all the white then painted on ?? and at least the correct size for the chrome area could then be done, as this is how I think the later ones were done???. Is this worth doing? or would you have a better suggestion??

Also would you have a paint code on the silver for the 82 500 - aka the silver bullet, please???

"Don McGrath" <don.mcgrath@ticketmaster7.com.au> Husqvarna 1982 cr250 , 99% complete. Runs good. If interested please call Steve @ 909-340-3462.Bill Atkins <batkins@crcarney.com>

FOR SALE: 1973 Husky 125cc, newer front forks, works shocks, nice shape, won 2000 sw series. Needs piston though. First \$825.00 Mike (602) 448-1476 or E-Mail: arizmxmike@aol.com

For sale a good running 1985 Husqvarna WR 400,with the following new items, pvl internal ignition and coil, carburetor, uni air filter, front and back brakes, fork seals with the fork tubes painted white, throttle cable, grips, tank decals, fuel line, exhaust has been through the dent removal process and painted black, and a new rubber on the shift lever. The bike will be sold with an owners, service, and some other parts manuals that I purchased from the husky club, also will include a flywheel puller and some extra parts and spare plugs etc... My asking price is\$1350 obo. I'm located in Wilmington, DE 19809 with a home phone# of 1-302-764-5648,work phone# 1-302-282-3759.You can email me at jknopf2@excite.com or joeknopf@firstusa.com Thanks for your time, and happy husky hunting. Joe Knopf.

1969 400 Cross for sale. It is a '69, MG 3804, motor 400 858.I just put new mains, fresh ignition and all motor seals . rebuilt forks and it needs very little to put in running condition. it needs a clutch cable and rear shocks. The exhaust is in perfect condition ph 410.254.0712 price \$1075 obo ,It has oem chrome steel wheels, correct 69 tank still original with a couple dents, plastic front fender and tail fender "John Ehrhart" <johnehrhart@hotmail.com

For Sale: New Piston Kits for Husky 400cc - Tarabusi 81.5mm (std) & 83.0mm (3rd o/size) \$75 ea Mahle 82.5mm (2nd o/size) \$100. Buy all for \$150. New Tarabusi Husky 400cc ring sets - 82.0mm (1st o/size), 82.5mm (2nd), 83.0mm (3rd), 83.5mm (4th)

\$20 ea. Buy all for \$50. Husky 250 Mag swingarm very good cond. \$50 - Husky 400cc exhaust pipe good cond. \$50 Also have good used 400cc cylinders & heads, wheels & forks, new gasket sets. All prices INCLUDE shipping in continental U.S. Thanks!
Dorian Sleeper doriak@w-link.net tel 360.943.1559

1982 250WR Husky for sale \$1495, 1982 wr250 frame # WN18986 engine # 2089 stored for about 16yrs. Ready race Oring chain, sidewinder sprocket, runs great. I rode it twice last year and once this year. will deliver to Mid Ohio nationals.
13 year old son, Michael bought a 1974 250 WR from Bill Saltzman last year. Since then he has had the tank professionally repainted, all of the bottom end seals repaired by Saltzman and a new piston ring. Michael has bought the bike and paid for all repairs himself (he has a lawn business and works for Maicos Only) and would like to sell it. We can be reached at 909 989 1962 Ca. E-mail dirtcop36@yahoo.com he is asking \$1100.
Craig, please post this in your news letter. Thank you Scott Blunk

For Sale: 1977 Husky 360 Automatic in VG to Excellent, UNRESTORED condition. I purchased the bike from the original owner in May '02. Starts, idles and runs great! Has Petty, High Point enduro lights. Problems: two inch hole in rear fender, speedo not working (everything is there). This is a surprisingly nice original that needs a little TLC to be perfect. E-mail Rick Snell at ccrs@winco.net for pictures. Priced at \$1500. Bike is in Northwestern Illinois (Quad Cities). Shipping or pickup is buyer's responsibility (I will crate for \$50)

for sale 1981 250 XC - \$350 - call 609-953-1909, leave message if not home , thanks, bike is in NJ.

Wanted - old motoplats stators and upper coils , call Tavo 559-891-8267

**Husky sprocket puller tool, NOS ,
1966-1974 taper shaft sprockets - \$60
+shipping see www.huskyclub.com or
e-mail husky@intrepid.net**

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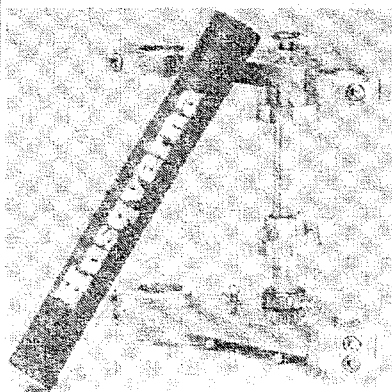
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Hot Rod Husky

NEW TRICK HUSKY PRODUCTS! Hot Rod Husky Triple Clamps

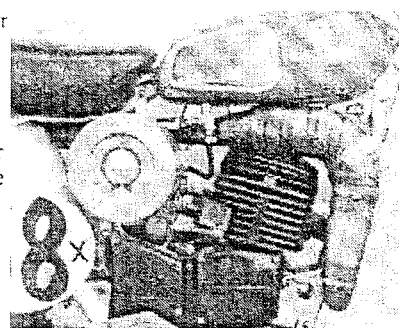


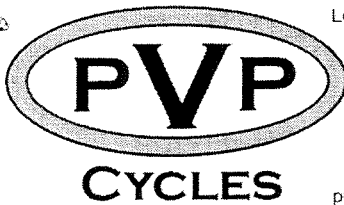
featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum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

515-984-7911

hrhusky@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 hrhusky@aol.com





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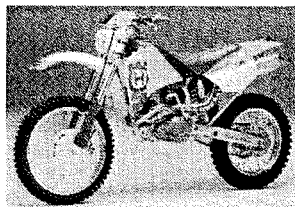
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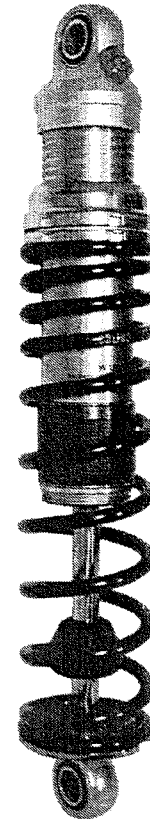
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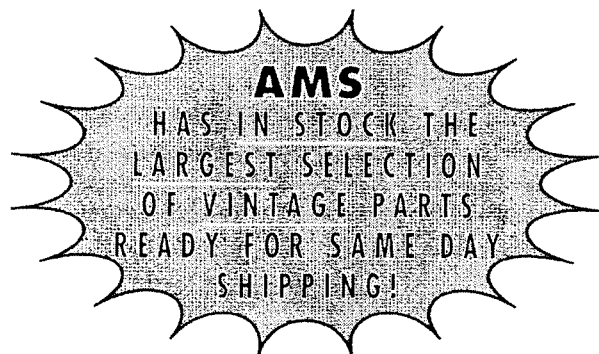
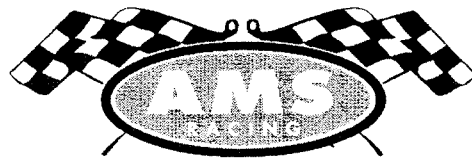
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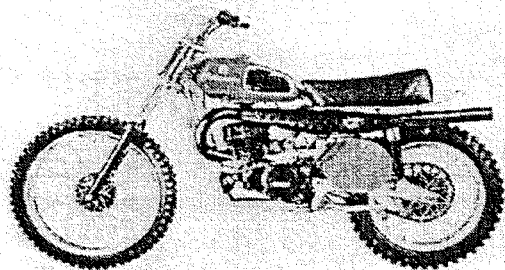
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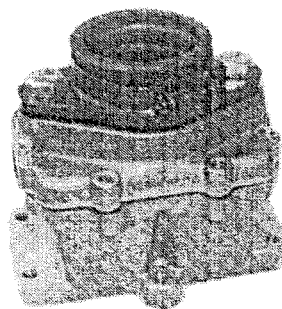
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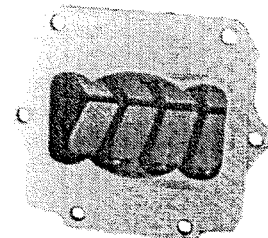


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