

HANNAH SWEEPS 250 MX SERIES!

POPULAR

34120

OCTOBER 1978 \$1.25

CYCLING IND

**TESTING:
HUSKY'S CR250
"CHUCK SUN"
REPLICA!**

**SUPER STREET
BIKES AT THE
STRIP!**

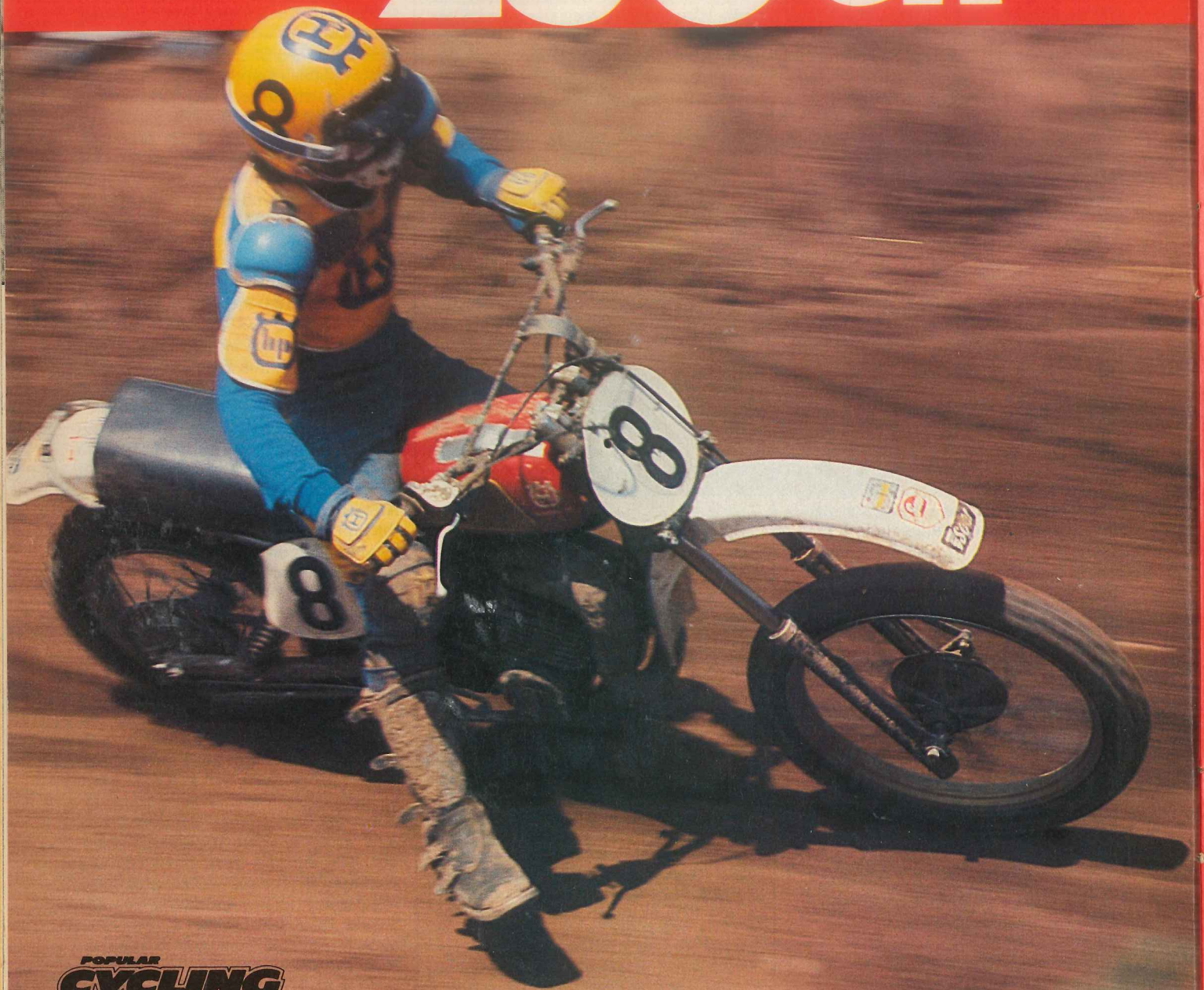
**YAMAHA'S
DT FAMILY!**

**TECH:
BULLET-
PROOFING
YOUR
CDI!**



The legend lives on

HUSQVARNA 250 CR



POPULAR
CYCLING

By Tom Beesley



Drink in those classic Husqvarna lines. Tank is still bright red steel, with brushed panels. Husky Products on tank is for neat accessory plastic panel cover that is nearly invisible but effectively keeps the tank from getting all scuffed up. Note extensive cylinderhead finning.

Back a bunch of years ago, when the sport of motocross first appeared on these shores (anybody remember back that far?), the first European riders we got to see (and absolutely marvel at) were all riding Husqvarna motorcycles. Very darned few people in the United States had ever heard of motocross, much less a Husqvarna. Much less a Torsten Hallman or Berg Aberg.

A guy named Edison Dye (whatever happened to him?) had the Husqvarna distributorship for the U.S. at the time, and he had one big problem selling his product. For one thing, the bikes were built for racing motocross. Well and good, except that nobody in this country (except Edison Dye) had the remotest idea what motocross was. Two, the bikes were downright weird, as compared to what American riders were running in enduros and hare scrambles at the time (Triumphs and such behemoths). The Husky bikes had great big (21-inch) skinny front wheels with (of all things) knobby tire treads. Worse, they were two-strokes. Man, no self-respecting racer ran a two-stroke in those days.

Mr. Dye had to prove his product. To do so, he created the Inter-Am (not to be confused with the Inter-AMA, which the good old American Motorcycle Association came up with when they finally got around to officially recognizing the sport of motocross a few years later), and brought the leading European (read: Husqvarna) riders to the U.S.A. to show the "Yanks" what motocross was all about.

To make a legend short, our guys got their doors blown off by those "Yurpeens" on their skinny-tired little "furun" bikes.

Motocross was on its way, and so was the legend of Husqvarna motorcycles.

It's been a long time since Edison Dye has been actively involved with the sale and distribution of Husqvarna motorcycles, but the current company sure owes him a big round of applause. They'd have never made it without him.

I remember being totally hooked on motocross a bunch of years ago, and I was one of the guys who absolutely had to have a Husky. Never have owned one, but I'm not finished yet. Never can tell what I'll turn up with one of these days. Thing is, I still want one. In my mind, the very word Husqvarna is synonymous with quality workmanship and perform-

ance in an off-road motorcycle.

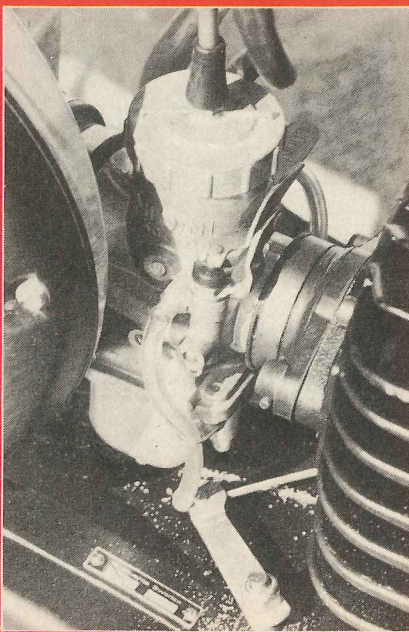
That's a very justifiable attitude. Huskys are built with an unbelievable degree of Swedish craftsmanship. And they are built with a very high degree of performance. Even against the megabuck Japanese influence, which has admittedly gained dominating control of the sport in this country.

Nowadays, not nearly so many people lust after a Husky. More of them do than can be easily supplied, yessir, but not as many as there used to be. Too many newcomers in the sport aren't aware of anything but the Japanese machines.

It used to be that the Japanese bikes,



Chrome-moly swingarm and giant 5.00x17 Trelleborg rear tire. Shocks are wide body gas Girlings.



Carburetion is via 38mm Mikuni. Reed valve setup is between carb and intake ports.

and especially parts, were a whole lot cheaper than European equipment (besides Husky, Maico and CZ were real big in those days). A lot of guys went the oriental route because of that. But the guys who had the dollars had European machines. The rest of us dreamed about owning one. Owning a Husqvarna was the height of two-wheeled snobbery. You only wanted a Husky if you were serious.

It's wonderful how some things never change. Far too many things do in this supersonic day and age. It's wonderful that I still get a tingle whenever I look at a shiny new Husky. It's wonderful that they still look basically the same as they always have, with obvious refinements to keep them up-to-date and state-of-the-art.

A Husky is just so simple looking. There's nothing bulky or overloaded about the design of any bike that's ever rolled out of that Swedish factory. They are plain, simple and very fine pieces of machinery. Husqvarana motorcycles are

what people used to say about Swiss watches.

When the telephone rang and Husky's Nils Arne Nilsson identified himself, I again felt that old tingle. He was calling to say that the newest Husky motocrosser was available and ready to be picked up. I set a new record getting from Los Angeles down the coast to San Diego to pick it up, and felt the same rush of emotion when I cast my eyes on the bike: the new 250CR.

A Husky looks like a Husky, and like nothing else. Nobody presumes or attempts to copy their styling. They better not, either. A Husky is a nice thing to just look at, but wait until you ride one.

Quality, man . . . just quality. But they're sure different. They definitely take a lot of getting used to, especially if you're an old hand at riding those Japanese bikes. Truthfully, I still haven't gotten to ride a Husky long enough at a stretch to get really used to them. The bikes are still a little alien to me, because I have to ride four or five Japanese bikes for every new Husky I get my grubby little paws on.

Now, George Elliott, my boss, that lucky guy used to get to race a Husky all the time. He knows them inside and out.

Whenever we have a Husky to test, I have to listen real close to what George has to say about the latest model, because he's ridden enough of them through the years to know the subtle differences in the latest versions.

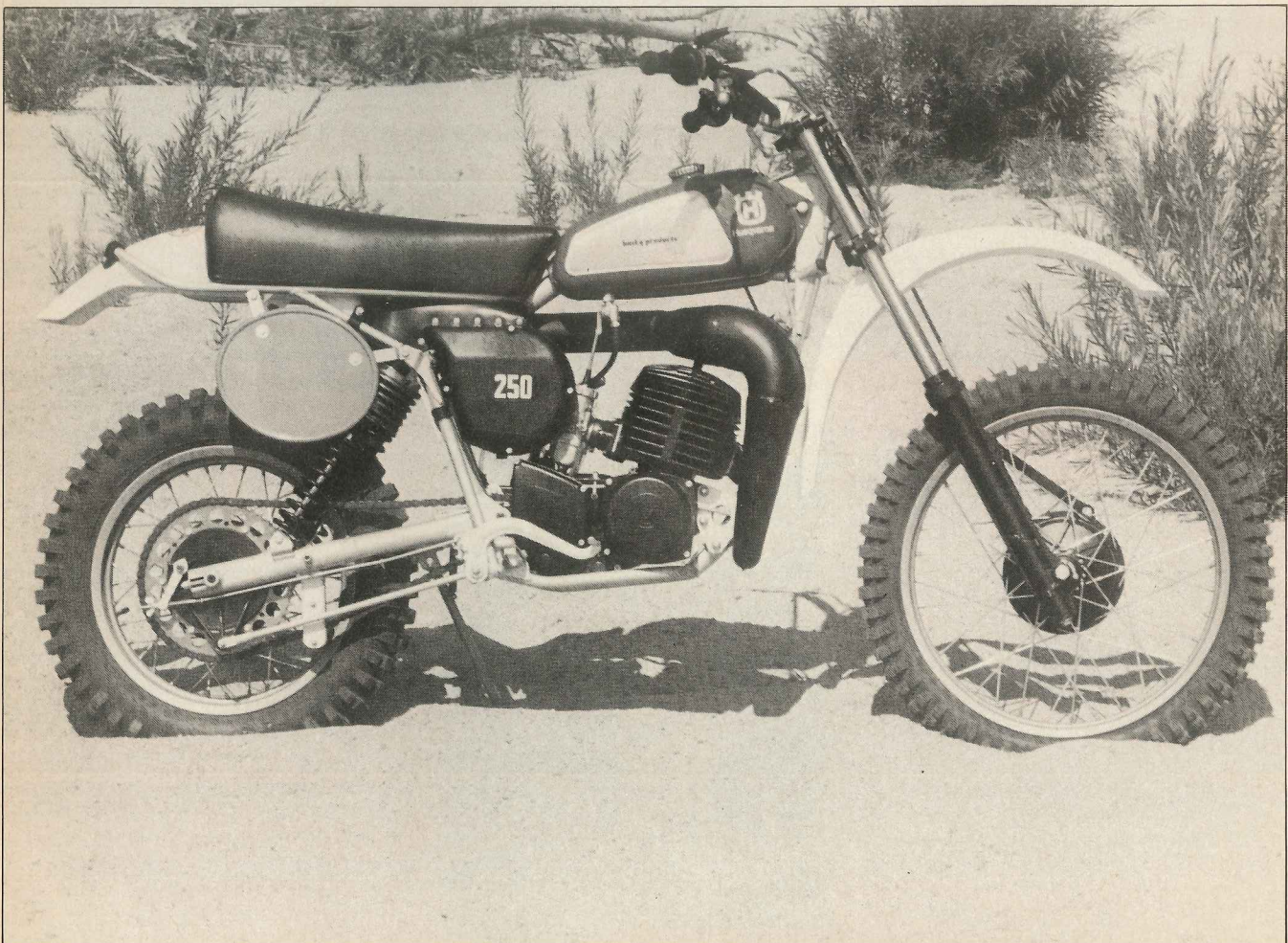
George is real excited about his latest CR250 (Husky's ID code indicates that the CR is a Close Ratio gearbox model, best suited for motocross. Their enduro model is designated WR, for . . . can you guess?) As of presstime, George has done the most laps on the CR, despite the fact that I'm writing the test article. But I've got a few hot ones under my Gold Belt. And I haven't taken the motorcycle back to Nils Arne yet.

As we mentioned, the Husky factory makes a strong effort to keep their machines state-of-the-art, even if said SOTA is currently dictated largely by Japanese bikes. Suspension, powertrain, chassis and bolt-ons are ultra-modern, to keep the bike in competitive trim.

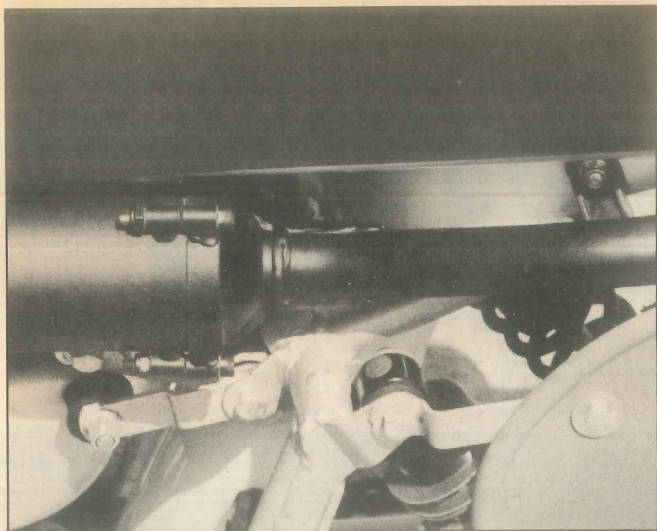
And best of all, the price gap has narrowed. Those guys of yesterday used to have to pay through the teeth for the privilege of owning and riding a Husky. Not any more. Nowadays, a Husky is priced very competitively with the latest Japanese machines. The old excuse for not owning one is thrown out the door.

Compared directly to the latest machinery from Japan, the new Husky is a little down on horsepower. Don't worry about that though. The factory did it on purpose, to get the *quality* of horsepower just where they wanted it. They wanted a wide, usable powerband, and that's what they've got. Sheer, terrifying horsepower is *not* what the Husky produces, but do not be complacent about the motorcycle. Of the current crop of 250cc motocross machines, the Husky is far from the *easiest* to ride. The bike demands the most from the rider, no matter if you're a novice or a seasoned professional. Obviously, the pro will adapt more easily than the novice, but the vastly improved power traits will enable the novice rider to at least perform with the motorcycle. Last year we reported that the then newest Husky was a "professional only" motorcycle, that "novices should keep off and beware." Thank goodness, Husky has improved *that* engine.

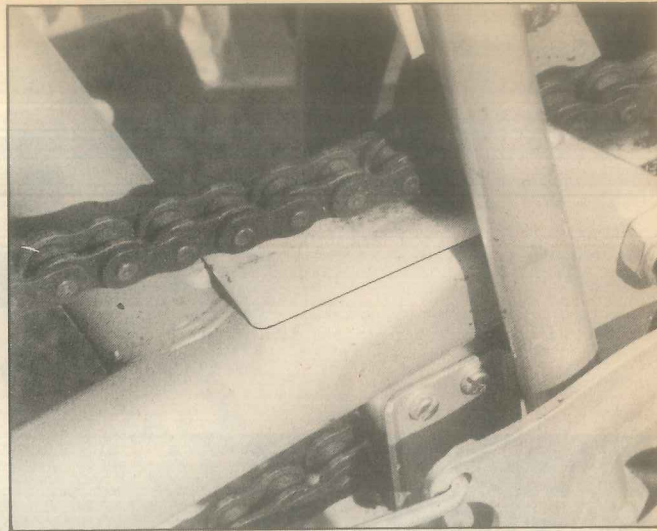
Both the Honda and Yamaha 250s pull stronger in the mid-range, but once you get used to riding the 250 Husky like the overgrown 125 (keeping the revs up and shifting a lot more), you'll get on fine. The beauty of the Husky (in making up for the deficiency in sheer horse-



No other motorcycle in the world ever had, or ever will have, the clean, uncluttered lines of a Husqvarna.



Exhaust silencer is cleverly hidden inside rear cone of expansion chamber. Only this big long stinger sticks way out the back of the bike. Looks like an "old-fashioned," non-silenced pipe, doesn't it?



Because of rearward countershaft sprocket location, nylon pads on top and bottom of swingarm served admirably as chain tensioner.

power) is that the suspension/ engine/chassis packages work together so perfectly that more of the total amount of horsepower is transmitted to the ground. It's a beautiful feeling to be able to get that much power effectively to the dirt.

A Husqvarna motorcycle is often erroneously labeled as hard to turn. Maico motorcycles, in contrast, have a well-deserved reputation for "loving" to go around corners. Hey, once you get used to a Husky, you'll find out that it will go around corners, to a fine degree that rivals Maico's reputation. The secret is that you have to lay them a long ways over. I mean really lay 'em down. Just crank that scooter down until the handlebar's about to dig in the dirt and you'll go around on imaginary rails. But

you sure gotta pitch it over. Won't work unless you do.

One of the most outstanding handling traits of all Huskys in general and the new 250CR in particular is that the front is so light it's easy to keep out of trouble and it's very fast over whoop-de-doo's. The forks, which give a hair over nine inches of travel, are Husqvarna's own design and manufacture. The forks are oil/spring, so if you've got your heart absolutely set on air forks, buy a pair of accessory air caps. Or buy some other brand of motorcycle. There's no denying that air forks do offer an infinite range of adjustment, but give the stock Husky units a good tryout before you rush out and spend money on something you might not need.

Continued on page 62



Front wheel features Husky's own super-strong gold anodized rims, heavy-duty spokes. Brakes are only satisfactory: Nothing to write home (to Sweden) about though.

HUSKY 250CR

ENGINE

Engine type . . . Two-stroke, single-cylinder
 Bore and stroke 69.5 x 64.5mm
 Displacement 245cc
 Horsepower/rpm (claimed) 28.80/8500
 Torque/rpm (claimed) 19.99/7500
 Compression ratio 12.3-to-1
 Air filtration Oiled foam
 Carburetion 38mm Mikuni
 Lubrication Pre-mix
 Ignition Motoplatt CDI

DRIVETRAIN

Transmission . . . Six-speed, constant mesh
 Clutch type Wet, multi-plate
 Primary drive Straight-cut gear (29/70)
 Final drive 5/8 x 1/4-inch chain

CHASSIS

Chassis type Chrome-moly
 single downtube
 Seat height 36.5 inches (927mm)
 Ground clearance 12.8 inches (325mm)
 Wheelbase 57.28 inches (1455mm)
 Weight as tested 232 pounds (wet)
 FR/RR wt. bias 55% front, 45% rear
 Tires, front Trelleborg 3.00 x 21
 rear Trelleborg 5.00 x 17

SUSPENSION

Front Husqvarna spring/oil
 Travel 9 inches
 Rear Girling (gas-charged)
 Travel 10.5 inches

MOTOCROSS

Max. Pts. Poss.		
10	Power	9
10	Powerband	8
10	Acceleration	9
10	Transmission	
	(5) Ratios	4
	(5) Operation	4
10	Suspension	
	(5) Front	5
	(5) Rear	5
10	Brakes	
	(5) Front	5
	(5) Rear	5
10	General Handling	9
30	Miscellanea	
	(5) Starting	4
	(5) Rider comfort	5
	(5) Quality of craftsmanship	5
	(5) Riding maneuverability	4
	(5) Tires	4
	(5) Noise level	3

100 Pts. Overall Rating 88 pts.

POP CYCLING T-SHIRTS

All men's and children's T-Shirts are 100% cotton, women's French cut are 50% cotton, 50% polyester.

SIZE

- Small
- Medium
- Large
- X-Large (adult only)

STYLE

- Adult long sleeve
- Adult short sleeve
- French cut (SS only)
- Children (SS only)

COLORS

- Red
- Navy
- Yellow
- Natural
- Lt. Blue
- White (SS only)

PRICE (includes shipping)

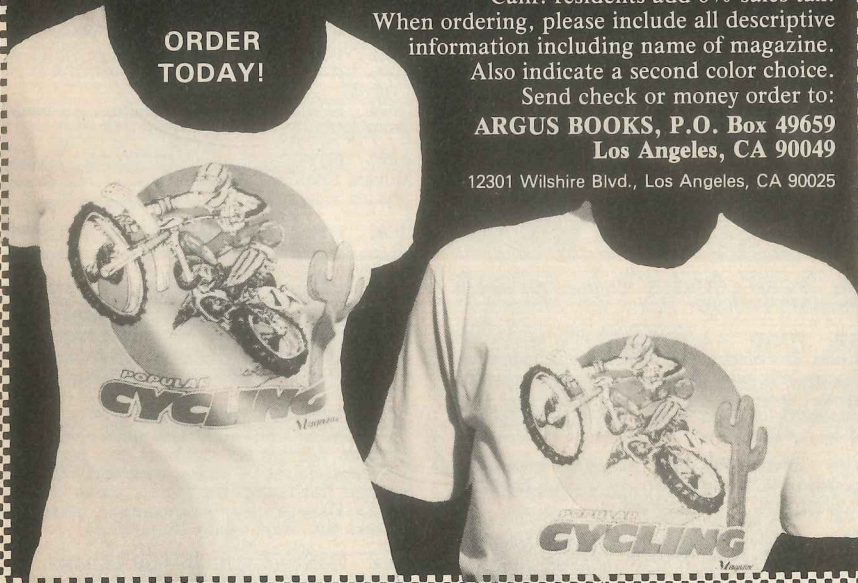
- LS - \$7.50
- SS - \$6.50 French cut \$7.95

Calif. residents add 6% sales tax.
When ordering, please include all descriptive information including name of magazine. Also indicate a second color choice.

Send check or money order to:

ARGUS BOOKS, P.O. Box 49659
Los Angeles, CA 90049

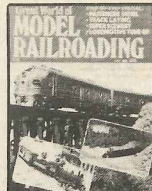
12301 Wilshire Blvd., Los Angeles, CA 90025



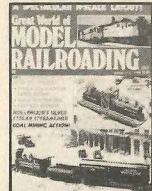
BOOKS FOR THE TRACK-MINDED



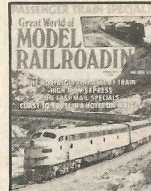
1. 1975 — Passenger train special, Painting pointers, Switching and more . \$2.00



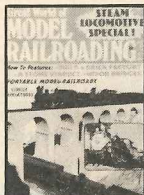
2. 1976 — Amtrak's ghost stations, Track planning tips and more \$2.00



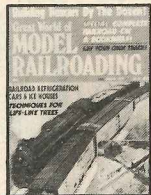
3. Winter 1976 — Coal mining action, How-to special, New products and more \$2.00



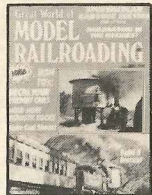
4. Spring 1976 — High Iron express, Fast mail specials, Buyer's guide and more \$2.00



5. Winter 1977 — Steam locomotive special, Portable model railroads and more \$2.00



6. Spring 1977 — Complete railroad on a bookshelf, Lay your own track and more \$2.00



7. Spring 1978 — Caboose section, Make a coal shed, Build a derrick and more \$2.00

★
BUY 3
★

★
GET 2 FREE
★

Please send the following editions of GREAT WORLD OF MODEL RAILROADING:

- 1. 1975
- 2. 1976
- 3. Winter 1976
- 4. Spring 1976
- 5. Winter 1977
- 6. Spring 1977
- 7. Spring 1978

Check here if you bought three and indicated 2 free choices (total 5 editions).

TO: ARGUS BOOKS
P.O. Box 49659
Los Angeles
California 90049

12301 Wilshire Blvd.
Los Angeles
California 90025

Enclosed is _____ (total) for the books I have checked. Included is 75¢ shipping for each book ordered. (Calif. residents add 6% sales tax.)

Name _____ (please print)
Address _____
City _____ State _____ Zip _____

On the rear are gas-charged, wide-body Girlings. The 250CR doesn't come with the excellent Ohlin shocks that are standard on the 390CR, and that Husky is the United States' distributor for, we frankly do not understand why. We believe that the Ohlins are currently the best in shock absorbers in the world. Why aren't they on the 250?

Fortunately, the 10½ inches of travel that the Girlings give are a very quality suspension action. They're *almost* as good as the Ohlins. If we hadn't ridden the 390 with the Ohlins, we'd probably be saying that the gas Girlings are the best.

Back to the front end briefly. You're probably wondering if the fork seals have been improved. No, not this year. Husky tells us that that's next on the "fix it or else" list at the factory. Sure do hope so. That's a touchy subject with us, and Nils Arne probably is getting very tired of people like us hounding him on the subject. He probably wishes they'd improve the darned things as much as we do, just so we'd leave him alone.

The engine cylinder and head are cooled by massive radial finning. The cylinder has a pressed-in liner that can be bored to third oversize before it requires replacement. The problem of mismatched liner and cylinder port windows is solved by factory personnel laboriously hand-retouching each cylinder with a porting tool before each engine is assembled.

The exhaust pipe has been redesigned, but the silencer (such as it is) is still in the rear portion of the expansion chamber itself, rather than tacked on to the end of the pipe. This leaves several inches of stinger sticking out at the end of the pipe. It looks strange at first, but the only real complaint is that without that silencer tacked onto the end, the overall length of the pipe is shorter. Oily exhaust stains hit the rear frame tube and fender. It's ugly, but removable. No real problem; just thought we'd mention it, since you're not doing your job if you don't find *something* to bitch about. (Just kidding, Nils Arne!)

The CR now has a six-speed transmission, and as the designation indicates, is a close ratio. Seldom, if ever, have we ridden a bike with a gearbox as smooth as this one. It's flawless! Gearshift throw is a little longer than the Japanese bikes we'd gotten used to, but once we adapted, we never missed a shift.

The chrome-moly frame is nearly identical to that used on every current Husky. It's a very well proven design. There is a massive steering head stem and frame backbone, but that's Husky's

key to solving the frame breakage problems they *used* to be plagued with. More or less unique in this day and age is the chrome-moly swing arm. Most other factories have switched over to aluminum. Husky feels that to obtain the same tensile strength as their chrome-moly, an aluminum arm has to be considerably bulkier and ends up weighing just as much. They've elected to stick with super-tough chrome-moly. Needle bearings are used in the swing arm pivots and the chain-tensioning method is built into the swingarm. The countershaft sprocket is so close to the swing arm pivot point that a pair of nylon pads

smaller to work with increased suspension travel. Darned good idea, and one that we think you're going to see a lot more of, since amounts of suspension travel have begun to get somewhere near the maximum possible while still allowing the average-sized rider to touch the ground when the bike is upright. It's also highly likely that the 17-inch tires can be run safely at a much lower psi, thus enhancing the "ride" on landings and rough terrain.

The tires are mounted on gold-anodized rims of Husky's own manufacture and are very good rims. Folks with Japanese bikes might give thought to



(which are easily and inexpensively replaced, because they do wear out) serves to keep constant tension on the chain, at both extremes of suspension travel.

Husqvarna motorcycles come standard with Trelleborg tires, which are among the world's finest. Unique is the 5.00x17 rear Trelleborg. The 3.00x21 front tire isn't the best tire available for typical hard-packed SoCal tracks, but that big fat, wide rear one is really neat. The smaller diameter follows the line of thinking currently applied to race car tires. Make them wider to get more rubber on the ground, but make them

buying a set of Husky rims and lacing them up. They're that good.

There's not a whole lot more to say about the new Husky 250CR. Just re-emphasize that the very name of the bike virtually means the same thing as first-class quality. The bike is a little more expensive than Japanese machinery in the same class, but just go and compare the differences. The craftsmanship gap is about as far apart as the areas of the world where each bike comes from.

For the clincher, just remember that Husqvarna motorcycles are legendary. Why not own a real-life legend. You can hardly go wrong. ●

... And Away We Go!

Here are 3 books of practical advice to make it so.



"The Complete Recreational Vehicle Cookbook" **\$4.95**

The only comprehensive cookbook for the millions who are trying to cook with limited facilities and minimum space—even the back of the family station wagon.

"Supermarket Backpacker" **\$5.95**

A do-it-yourself guide to brand-name foods revitalized for the trail—with double the flavor at half the cost.

Includes innovative recipes and hints for: dried foods, supermarket ingredients repackaged and remixed, protein-rich cheeses, dried fruit jerky and gorp, crackers, breads, and tips on how to pep up plain water!

"The Complete Book of Practical Camping" **\$5.95**

With more than 50 million fellow adventurers out there, how do you find a cool, secluded campsite? How do you save money on travel, food, and gear? How to pick the right sleeping bag, clothing, cooking utensils, and everything else you'll need. Mr. Jobson covers all kinds of camping for all kinds of people. Money-saving, strain-saving advice on all kinds of weather and all kinds of terrain.

To: ARGUS BOOKS
P.O. BOX 49659
LOS ANGELES, CA 90049

12301 Wilshire Blvd.
Los Angeles, CA 90025

I'm enclosing \$_____. Please send me the books listed below. Enclose 75¢ per item for shipping. (Calif. residents add 6% sales tax.)

Name (Full Title) Qty. Price

Name _____

Address _____

City _____

State _____ Zip _____