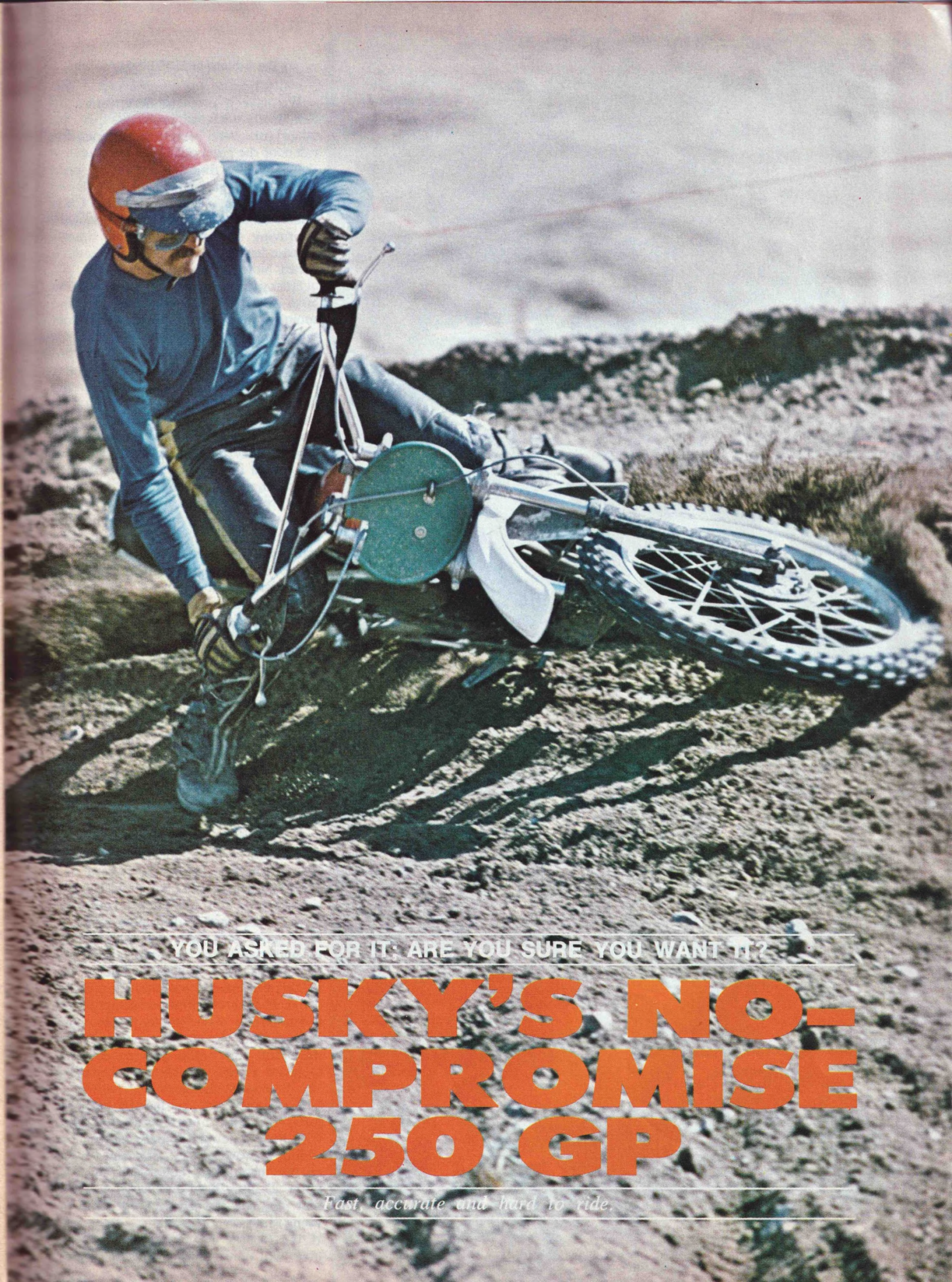
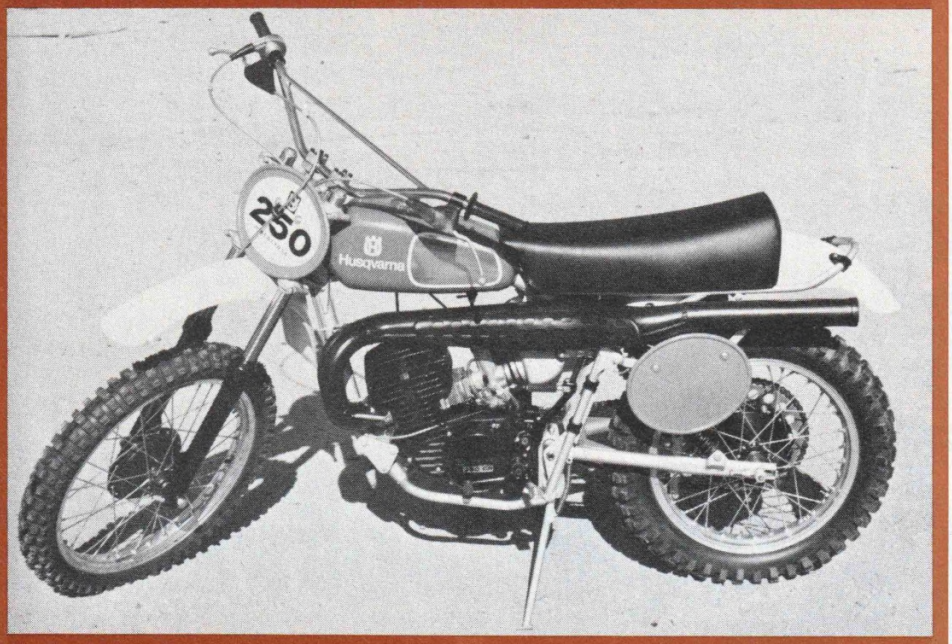
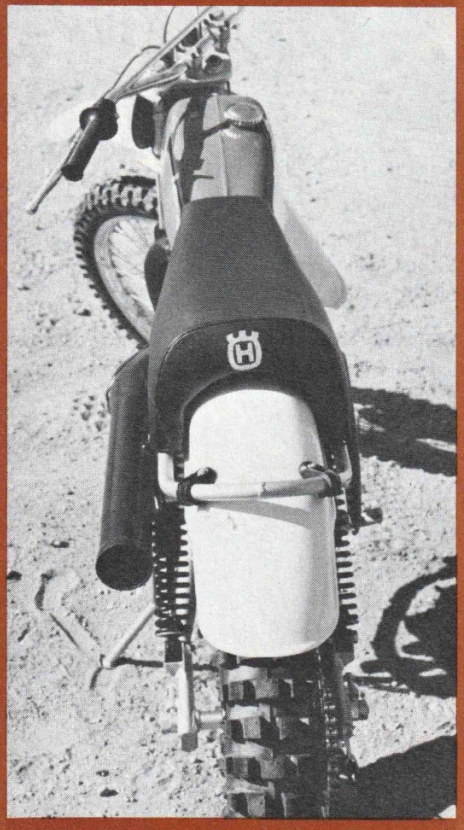
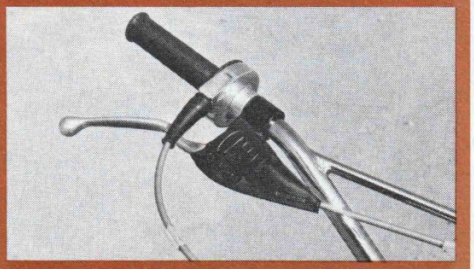

YOU ASKED FOR IT. ARE YOU SURE YOU WANT IT?
HUSKY'S NO-COMPROMISE 250 GP
Fast, accurate and hard to ride.



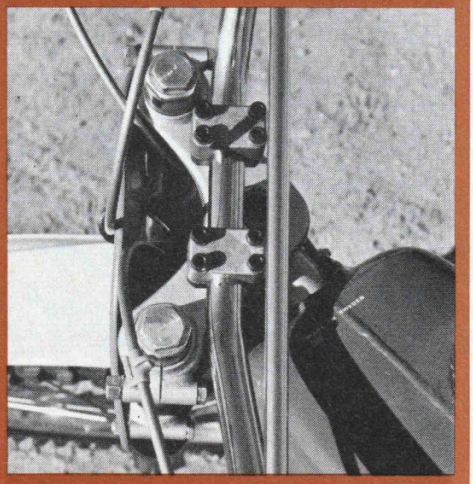
New up-pipe is out of the way; comes with a built on silencer that does the job.

Seat/tank junction allows freedom when riding. Rear fender is one of the ugliest; mounting is nice.



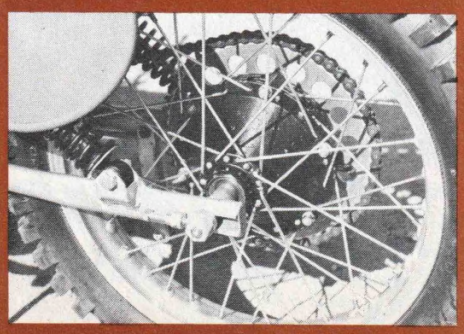


Throttle is sano, but has too long of a throw. Magura power levers fit the smallest of hands.



Husky's handlebar mounting system is one of the best. 8-6mm Allen bolts hold the bars well in place.

Heavy gusseting around steering head; an absolute necessity when shocks are canted sharply forward.



Wheels are light, but don't hold up well.

By the Editors of MODERN CYCLE

We have a problem here. And, unfortunately, it's a problem that we asked for. We, being the competition riders of the good old U.S. of A.

For some time now, we've been *demanding* equipment comparable to the machines used by World Class riders. Slowly, the factories responded, improving the breed a bit at a time—and undeniably, the bikes have gotten better. Now for the problem.

Husky revamped their competition bikes for 1975 in one giant step and actually gave the customer a product very close to what the professionals were using.

Too close, in fact.

You see, in Europe, most of the courses are quite unlike the tracks we have here—and the top riders make almost every track into a series of straight lines. The quickest way around the course is to make a berm on every turn and carom off of it. Under power. Heavy power. Because they adapt their riding styles to this type of riding, the bikes must have good straight line stability under acceleration (which calls for a lot of rake and trail) and must have light front ends for the violent change of direction. In the hands of a rider who is less than willing to make a commitment with the throttle, this means front end washout of a sudden and drastic nature.

Another point. The bulk of the tracks in Europe are natural terrain tracks that are usually dirt laced with grass. This makes for traction. Add moisture to this, and you have ultra-traction. Which means you can use a tire like the Trelleborg successfully.

Take this same combination of tire and chassis, put it on a bone dry American track and you have a motorcycle that is murderously hard to ride. Even though many of our Mid-West and Eastern tracks have what must be considered good soil, the track layouts *still* seem to favor flat, sweeping corners. Here, an expert rider will still be able to make the bike work for him, but anyone of lesser skill will wonder why the bike wants to push to the outside of each and every turn. Simply put, if you aren't dialed in to the mannerisms of the Husky, the bike will not work for you unless you have something to nudge against when making any directional change.

Even when you do have a berm of sorts, the turn must be accompanied with huge amounts of body movement, sliding forward on the tank and a blast of the throttle at the crucial pivoting point. Do the blast too early, and the rear end of the Husky will tend to swing out a short distance, then bite. If the throttle is then backed off, the bike will tend to highside the rider.

If the power is kept on, the rear end may start swinging out even further—often enough to lowside.

Now take the other extreme. If the power is applied too late, the Husky will attempt to climb up and over the berm as if it was drawn by a magnet. Sometimes, leaning heavily to the inside and "pulling" the bike back in line will help save the situation, but not always.

However, when you hit it just right, it's pure heaven. Come into that raised lip and apply the gas at the magic moment and the Husky does what seems like an instantaneous pivot. You've changed direction almost before you are aware. The force of the change, when done properly, is so strong, that it tends to swing the rider's body outward. Often, this quick exit is accompanied by a horrendous wheelie.

In the hands of an expert rider, this is *the* fastest way through a banked corner. It's harder work and leaves less margin for error than tracking around the turn, but it *undeniably works.*

Where does this leave the average rider, though? Quite frankly, this leaves him right in a world of trouble if he thinks he can hop right on the Husky and go fast. Anyone who's not used to this kind of reaction from a motorcycle will probably get into Big Eye Country most of the time.

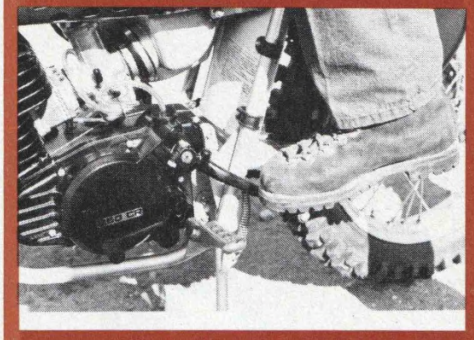
There are other things to consider, however. The side benefit of this chassis design, is the ability of the bike to track clean and true on bumpy straights. As long as the gas is on, the Husky will go where it's pointed with perfect manners.

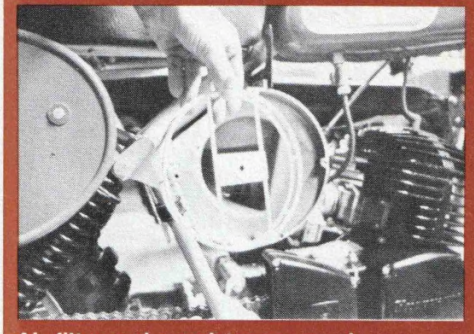
Because of this feature, many novice riders will like the bike. Some of them are going too slow through corners anyway to have the Husky get them in trouble in the first place, so they never notice the turning quirks. What they lose in the turns, they feel more than compensated for in the bumpy fast sections.

So, we have a paradox here. A rank novice will probably get along with the bike. A fast novice with other riding habits will probably *not* get along with the bike. An intermediate with locked in riding habits will more than likely be terrified with the way the bike reacts. Experts who adapt quickly, will find the way the bike turns delightful, and those experts who don't want to alter their acquired riding habits, will hate the Husky with a vile and purple passion.

One last group should probably be included in this gross over-generalization: anyone who's short will intensly dislike the Husky. Whoever designed the bike never considered the fact that it hurts a great deal to have the seat smack you in the balls while you're standing up and riding. This is the tallest

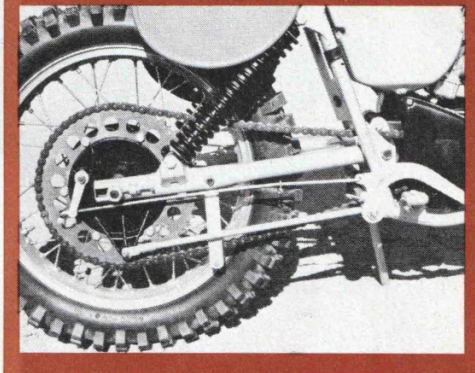
If you kick bike over with ball of foot, toes will smack into the peg. You must hang five on the lever. It's one of the poorest set-ups we've ever come to dislike and needs some rethinking back in R & D.

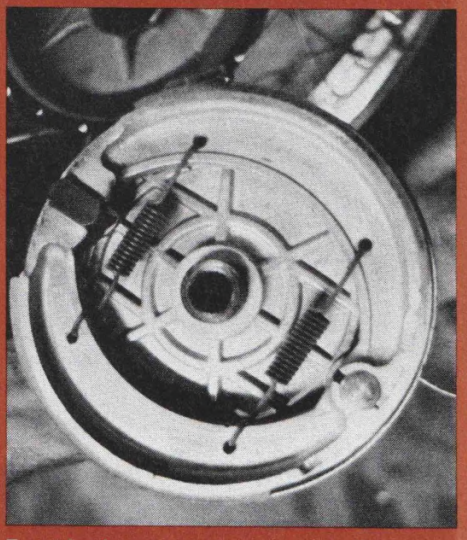




Air filter and cannister are much improved over past Husky efforts, but still could use some help. Filter itself is very thin and offers marginal surface area. It would look at home on a shallow breathing 125.

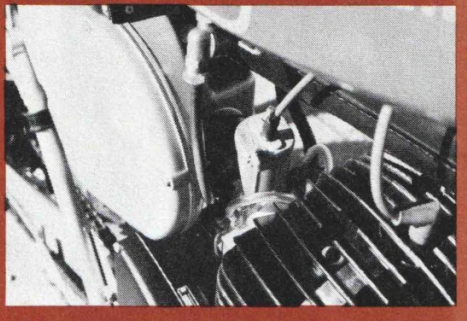
Sharply angled shocks gave the rear wheel about seven inches of travel. Surprisingly, gas Girlings held up well.

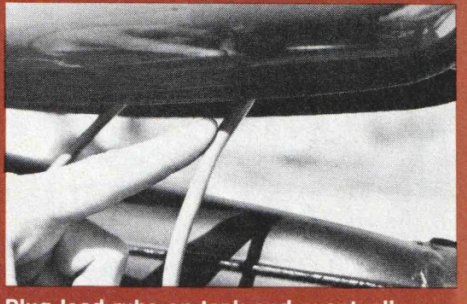




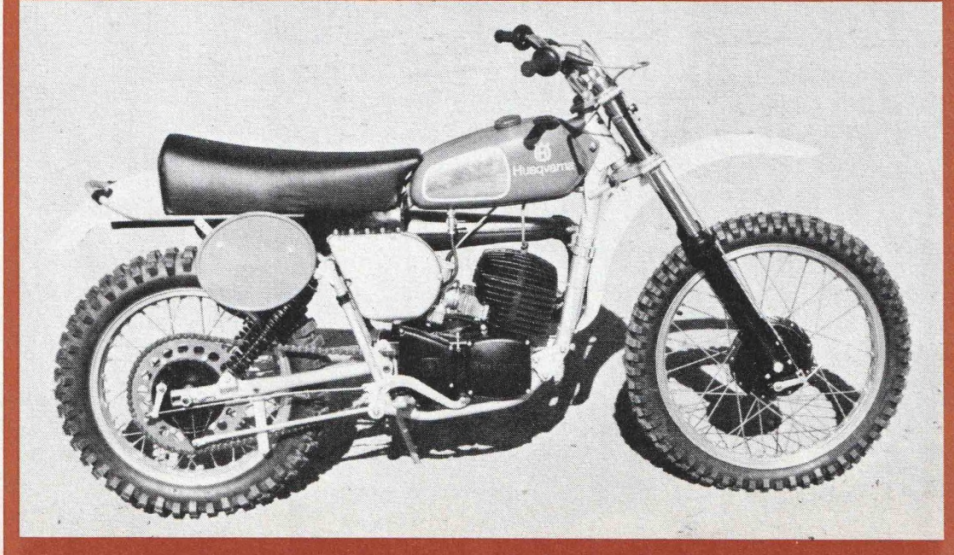
Front brake was a strong and well designed unit. Good sealing backing plate kept out most dirt and water.

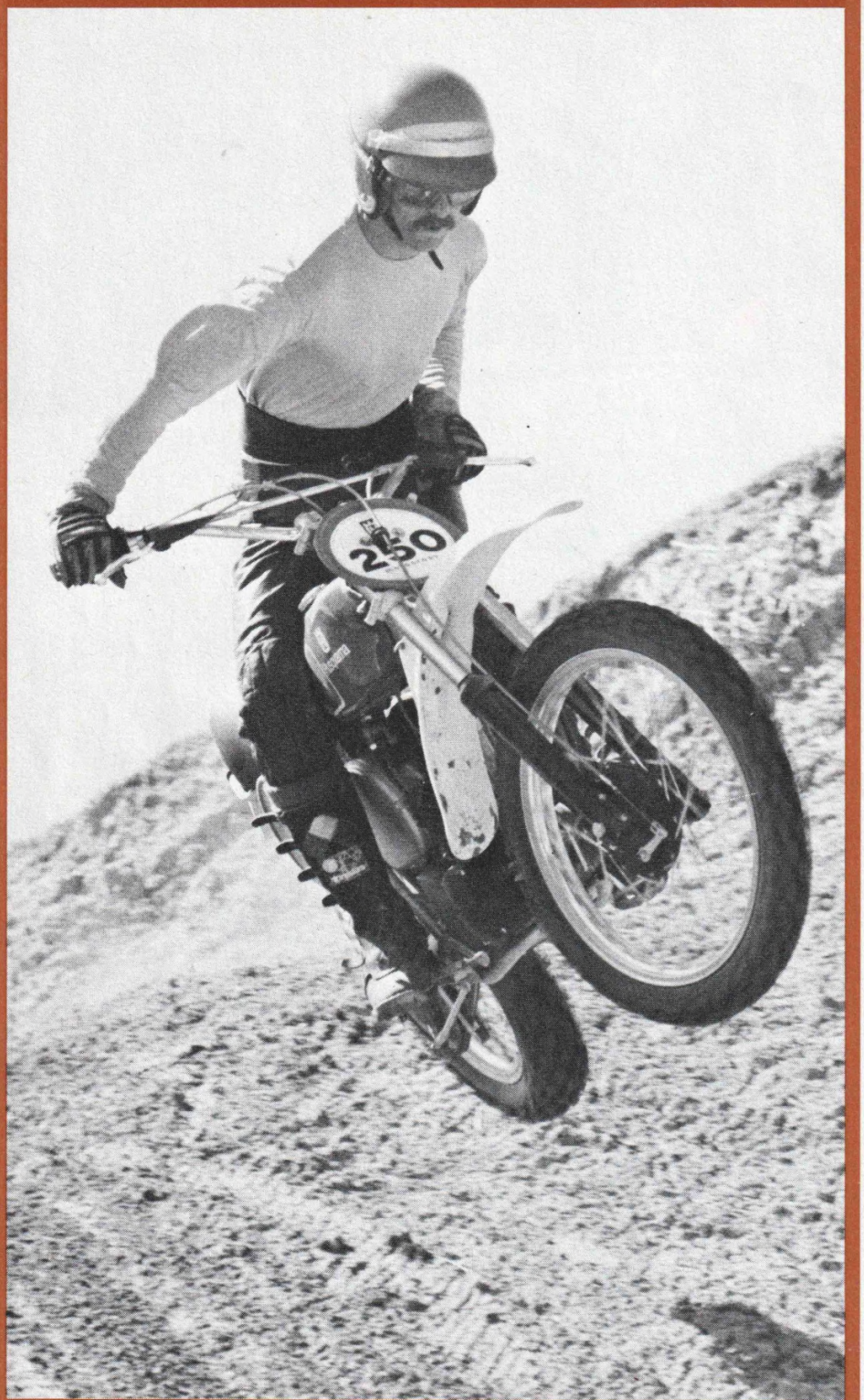
Getting to the carb for jetting changes is a hassle on all Huskys; moreso on this one than most others. Not only is the pipe in the way, but the air cannister must be removed.





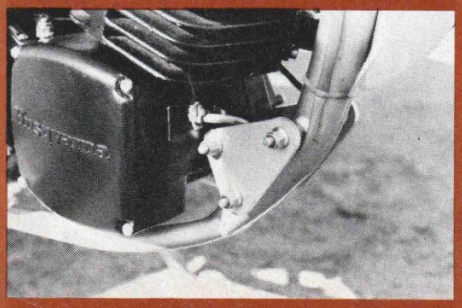
Plug lead rubs on tank and eventually shorts through the wire. If the pipe doesn't get it first.

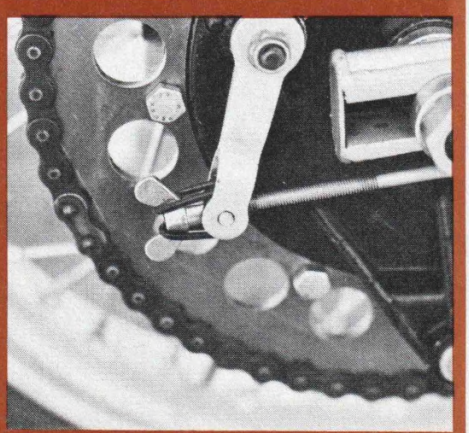




John Miller found it necessary to move around a great deal on the bike to maintain stability—even when flying.

Removable motor mounts are strong. None came loose on us during duration of testing.





Some detailing was excellent, like this rubber band on the brake rod wing nut.

bike we have ever tested. Six footers will no doubt love the altitude; others detest it.

Only one out of the six Expert testers we had ride the Husky liked the machine. And this rider has owned several Huskies in the past.

All of them liked the power, saying that in the upper gears, the 250 pulled as strongly as much more peaky engines. Due to the reed valve (in part), the engine pulls strongly from low revs, but still reaches peak revs fairly soon. Not as zappy as a YZ, but a lot faster than the way a Maico or a Bul builds. Acceleration in a straight line drag race puts the Husky in a close third behind the Ossa Phantom and the Montesa. Under ideal conditions. If the course is bone dry, something tractable like a Bul will get to the first turn ahead of it.

If it doesn't miss a shift, that is. We had some initial stiffness with the gearbox and missed the second to third shift more often than we like to admit. After some hours were put on the bike and the gearbox oil was changed, the shifting improved a great deal. Then, as the bike got some time on it and the box loosened up, the shifting got worse again and we started missing second to third *and* an occasional third to fourth. When we asked some (unnamed) Husky people about this, they replied: "It's not perfect. You just have to learn to shift it. You get used to it." That seems like a weak excuse. We've stood by the side of the track at National events and heard top line Husky riders miss gears under crucial situations—and often lose a place in the process. Some more work and improvement is needed in that gearbox. At best, it can only be called "marginal."

We mentioned that a lot of moving around was required on the Husky; they've made it a lot easier for the rider to do that this year. Gone is the burning sensation in the left thigh that used to be part of owning a Husky. The pipe is tucked in so well now, that you could actually ride the bike in Levis and not feel too much heat. Right where the seat and the gas tank meet, is where the Husky is narrowest. Standing on the bike enables the rider to keep his knees fairly close together. That seat is nicely shaped and on the firm side. Moving back and forth on it is easy, except for lard-asses with heavy thighs. They'll find themselves getting pinched between the tapered edge of the saddle and the tank.

Just about the only truly uncomfortable thing on the Husky is the kickstarter. Yeh, we know that this is supposed to be a racing bike and all the kickstarter is asked to do is get the parts moving up and down, but this is absolutely the most miserable example of engineering we've ever seen on any bike. You either risk smashing your

toe into the back of the peg, or risk having your foot slip off the kick-starter and getting nailed in the calf or shin by the returning lever. Additionally, the location of the starter is high and awkward. Again, this seems to be a refusal to admit that anyone under 5′8″ rides motocross bikes.

Several of our test riders pushed the machine to light it off, rather than hassle with that crude lever.

Exactly opposite to the foul starter, was the pleasant and thoroughly predictable action of the brakes. We found them to be superior. Water didn't appear to faze the linings and the controls were naturally placed. Especially nice are the Magura dog-leg levers.

Suspension on the Husky was a mixed bag. Our fork springs sacked out after an hour of riding and trying preload spacers didn't help any at all. We had absolutely no complaints about the rear end. Even though we've had reports about longevity problems with Girling gas shocks, ours worked fine for the duration and didn't leak or fade. We got so bummed out with the fork spring problem (yes, we called Husky and told them about it; they promised to send replacement springs, but never did) that we installed a set of MOTO-X FOX nine-inch gas forks and were happy ever after. The story on them is somewhere else in this magazine. We hope.

DETAILS

The airbox set-up, even though improved over past units, is still only adequate. Under heavy dust or wet conditions, it won't do the job. Several shrouds are for sale to help improve this condition. The bike really should have a true still air box.

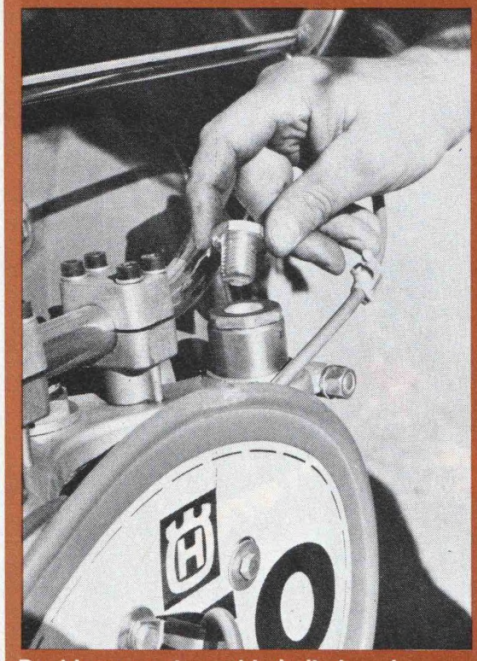
Getting to the carb is a pain, compounded by the location of the airbox and the pipe. No wonder so many Huskies are running around poorly jetted; it's a major task to get in there and get to the Bing carb.

Wheels are very light, but don't seem to hold up too well. Those shoulderless rims are on the soft side and spoke breakage is commonplace. The factory riders all use heavy spokes and many use other rims. Hubs, however, are light and strong.

Ignition is Motoplat on the 250 (the 360 has a conventional mag) and it gave us a good spark all the time. One plug lasted the whole test.

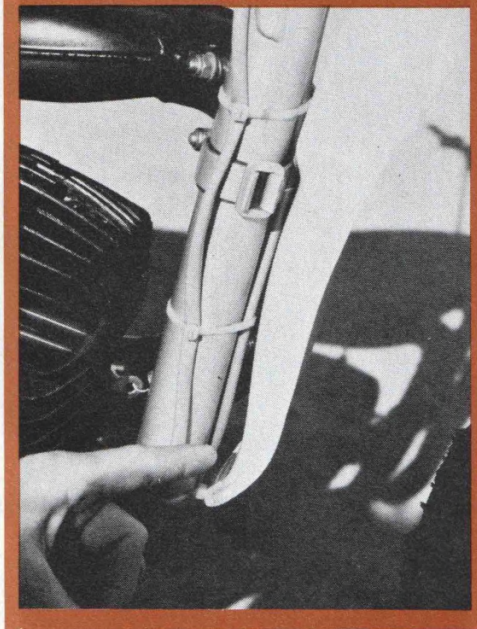
Gearing changes still require that the cover over the countershaft sprocket be removed, which means loosening the brake pedal. At least the Husky doesn't have the tapered shafts of old, using a splined c/s for the last two years.

Gearing is critical on the six-speeder, with the gearing to allow the rider to use second through sixth, the superior choice. Lower gearing will call for low

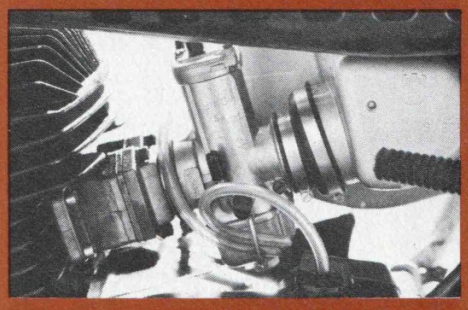


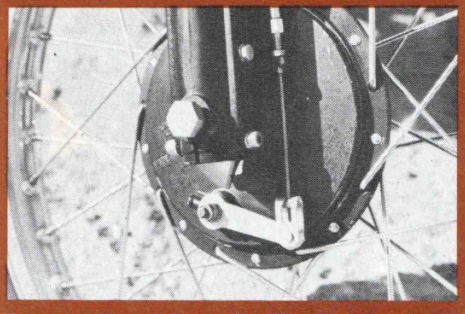
Double cap nuts enabled oil changing without time-consuming cap removal.

Front fender was held in place poorly by laterally placed Allen bolts. It wiggled around enough to let the plastic fender rub steadily against the frame.



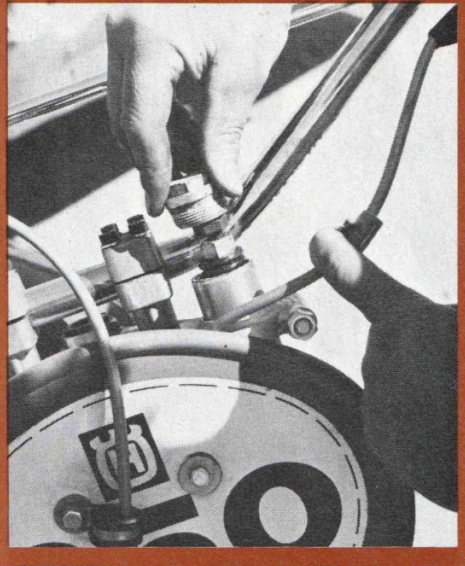
Sophisticated eight-opening reed and Bing carb let the Husky breathe well from the bottom up. No carburetion flat spots were found in our bike.

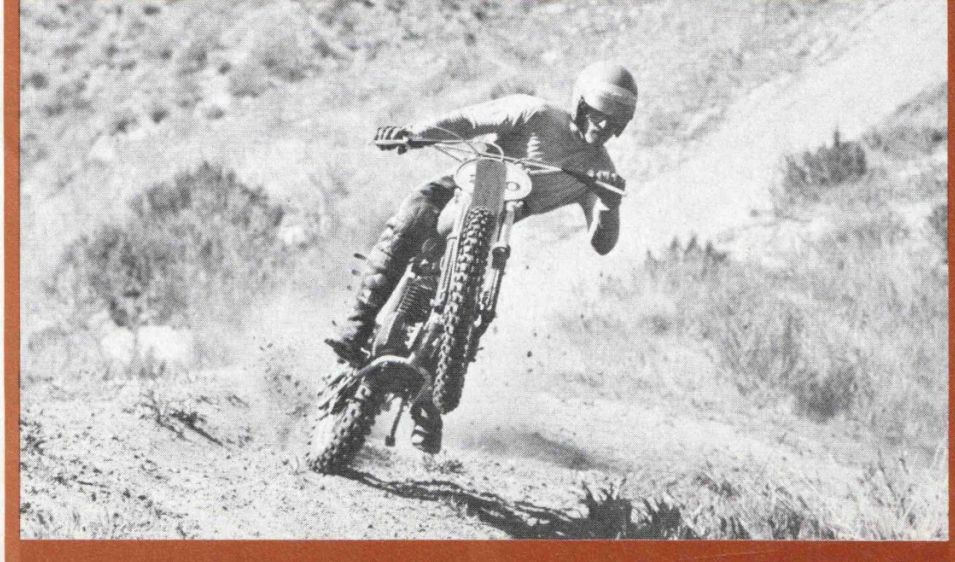




Front brake cable easily lifts out for replacement.

Our fork springs sacked almost instantly. We pre-loaded them with some nuts/bolts from our tool box to improve the condition slightly.





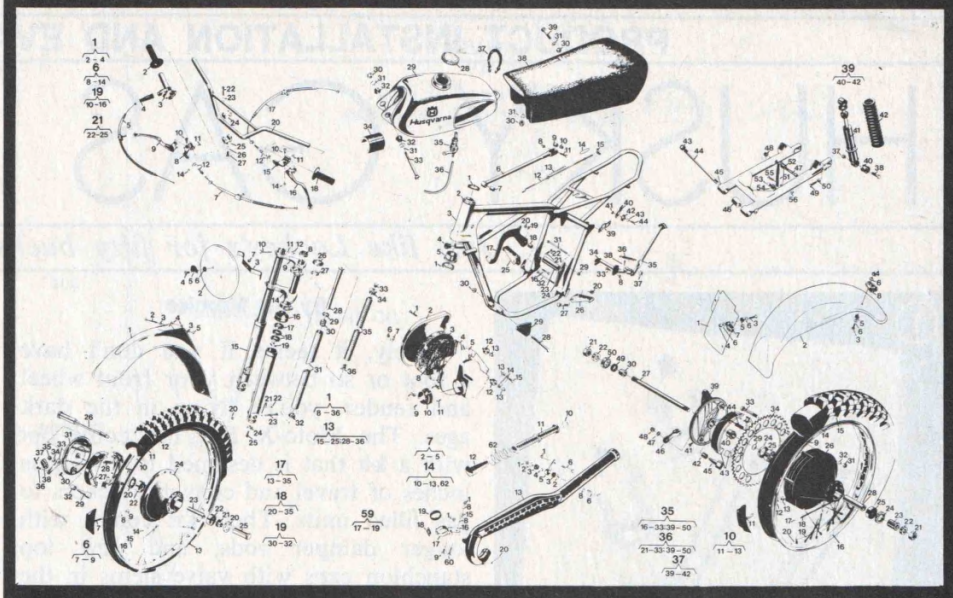

250

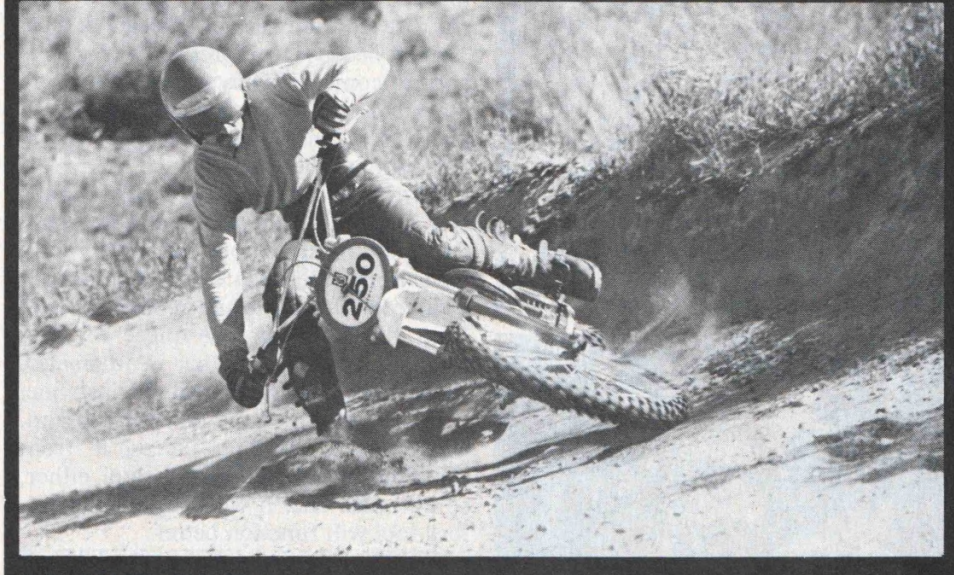
gear, and the gap from first to second is a bit too wide for some tracks and conditions.

Clutch pull was very light, but the clutch didn't like to be abused. Once, we had to keep the bike in gear while a fussy starter made several riders get back in line, and the Husky began creeping forward. Fortunately, we got off the line before it got too bad, but it took several laps for the clutch to cool down and shifting to return to normal.

One very important thing that comes with every Husky, is a very, very good manual. They're proud of their bike and tell you lots of little things to make the machine live longer and work better in the book. A section on physical fitness for racing is even included in the back.

This in itself should be a dead giveaway as to the intent of the machine. The bike is a serious racer with only a few shortcomings. Detailing, mostly, is good. The bike is light, fast and not easy to ride. Except by a very serious, select few. Unfortunately, the bike is being sold to the painfully average riders who will never get along with it. If you're an ordinary fun racer, you should look elsewhere. Especially at the non-fun asking price of over $1700. Now, the kicker: Most of the riders who *can* use the Husky as it's meant to be used, are probably sponsored and don't have to buy one. The Husky, then, is for the privateer who *must* have a competitive mount and buy it himself, until the day someone gives him a bike. For this rider, the Husky is a bargain. For most, it's a luxury that can only be partially enjoyed. ●





HUSQVARNA

NAME AND MODEL	Husqvarna GP 250 CR
PRICE, SUGGESTED RETAIL (APPROX.)	$1700 approx.
MOTOR	Single cylinder, two-cycle, air-cooled piston port
BORE/STROKE	69.50-64.50mm
DISPLACEMENT (C.C.)	245
COMPRESSION RATIO	12.3:1
BRAKE HORSEPOWER (SAE) or (DIN)	27 at rear wheel
CARBURETION	Bing 54—36mm
RECOMMENDED STANDARD JETTING FROM FACTORY:	
MAIN JET	195
NEEDLE JET	320
PILOT (LOW SPEED JET)	35
NEEDLE POSITION	2nd
IDLE AIR SCREW (NUMBER OF TURNS)	1 turn from bottom
IGNITION	Motoplat—electronic
RECOMMENDED SPARK PLUG	Bosch W260T2
SPECIFIED TIMING AND SPARK PLUG GAP	2.43mm
PRIMARY DRIVE	Gear with damping system
FINAL DRIVE	⅝"-¼" chain
GEAR RATIOS:	
1.	22.03:1
2.	16.58:1
3.	13.20:1
4.	11.13:1
5.	9.38:1
6.	8.29:1
AIR FILTRATION SYSTEM	Foam filter in cannister
LUBRICATION	Pre-mix
RECOMMENDED OIL AND RATIO OF MIX	20:1, Castrol R
FUEL TANK CAPACITY	7.8 liter
OIL TANK CAPACITY (IF ANY)	None
RECOMMENDED GASOLINE (FACTORY)	Premium
FRAME TYPE	Single down tube, chromoly tubing
WHEELBASE	1420mm
STEERING HEAD ANGLE	32 degrees
TRAIL	152mm
GROUND CLEARANCE	270mm
SEAT HEIGHT	800mm
FRONT SUSPENSION	Internal spring, telescopic, two-way damping, capacity 221cc
REAR SUSPENSION	Girling gas shock/ cantilevered
WHEELS:	
FRONT	Conical hub/3.00-21 rim/shoulderless Akront
REAR	Conical hub/4.00-18 rim/shoulderless Akront
TIRES:	
FRONT	3.00-21 Trelleborg 2-ply
REAR	4.00-18 Trelleborg MX
BRAKES/HUBS:	
FRONT	Internal expanding 160mm
REAR	Internal expanding 160mm
FUEL TANK MATERIAL	Aluminum
FENDER MATERIAL	Plastic
INSTRUMENTS (IF ANY)	None
WEIGHT (ACTUAL) WITH FULL TANK OF GAS	Dry 209.25 lbs.
PERCENTAGE ON FRONT WHEEL	45%
PERCENTAGE ON REAR WHEEL	55%
EXHAUST SYSTEM	Expansion chamber/ silencer
SILENCER/SPARK ARRESTER (IF ANY)	Built in to pipe—no arrester
STARTER (KICK, ELECTRIC, LOCATION)	Kick/left side
PRIMARY START	No
GUARANTEE, IF ANY	None
INTENDED PURPOSE OF BIKE (FROM MFG.)	Motocross
COUNTRY OF MANUFACTURE	Sweden