



The uniquely designed fuel tank that eliminated the need for pre mixing fuel...



Very basic analogue clock – the true mileage for his bike is about 300 kays out.



Special – made for the army tyres...

**M**ilitary use of motorcycles started during the First World War and contributed significantly to the development of moto-cross, as ex dispatch riders applied their offroad riding skills in civilian competitions, once peace had broken out. Military motorcycle supply contracts are very big business, hence it's not surprising that a manufacturer such as Husqvarna would go to the trouble of developing an automatic gearbox, to win one. You may remember these automatic bikes racing locally during the 1980's, but a statement by Brigadier Hans Ulfhelm, which forms part of the MC250MP's marketing leaflet, states – "To ensure ease of handling it was particularly specified that a fully automatic transmission had to be developed" ... for a new Swedish army bike. Husqvarna's engineers succeeded in meeting the Swedish military's requirements according to the

Brigadier, as the bike "has been received very positively by the various units" and met the primary military requirement for a lower overall cost of unit purchase and maintenance. That Husqvarna then fitted their "military gearbox" to a range of enduro bikes, to help recoup its developmental costs is hardly surprising, given how high they must have been. Adriaan's bike is one of only three in the world's southern hemisphere – it originally cost him R1200 in 1985 and he's since declined an offer of R80 000 for it, such is its rarity. These bikes were designed to have a service life of at least fifteen years, but with early examples being deployed from 1977 onwards, most of those produced would be scrap by now. Adriaan's bike was a leftover from a batch imported for local military evaluation, which he purchased from a local dealer. Given that modern autoboxes are hydraulically activated and electronically

controlled, his bike's entirely mechanical autobox is a unique survival from the pre electronic era.

Adriaan kindly allowed us to test ride his bike at Rhino Park, but what I hadn't expected was to be initially taken around the moto cross track as a passenger! That was an interesting experience to put it politely, but did demonstrate the autobox's ability to cope



This bike hails from the era when Husky's were still made in Sweden.