

Husqvarna Report

18th Newsletter for the Husqvarna Motorcycle Club - Coming Soon!! -www. HuskyClub.com

Club membership info at 304-267-6471 or <http://www.intrepid.net/~husky/hustest.html> or e-mail husky@intrepid.net

Aussome Aussie



Bill Watson at the 1999 Australian Vintage Nationals. He will be 72 in 2000. His bike is a 72 450 with the magnesium marzocchi forks along with Koni rear shocks with alloy bodies that he machined on the lathe at home. The gas tank is also alloy, yes you guessed it, he made it at home himself. Fork triple clamps have Timken taper bearing 'conversion' and reduced rake, by 3 mm. Also this 72 is right side shift, so changing from 4 spd to 5 spd bikes is not a problem. Photo and text by Brian Watson, Bill's son.

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Back Issues of the Husky Club Newsletter are available at \$3 each, ppd. Send check or money order, payable to Craig Comontofski. And mail to: 1501 West King St., Martinsburg, WV 25401. More info e-mail: husky@intrepid.net

Mega Classifieds

Parting Out 76 CR250, 77 CR360 Auto, 78 WR250, 85 XC250, 87 WR 430, 88 WXE 125+lots of good parts Call Jeff Towle at 860-582-8509

67 Classic 500 race Husky call 1-800-962-1287 ext19 talk to John Hart

Wanted - rear shocks for 1977 Husky CR250 and 1978 Husky OR250 pls call Ronald at 520-749-4481 or rcarlste@cotechno2.com

FOR SALE -- 1987 XC-500 Husqvarna, new motor, pistons, clutch, reeds & suspension (suspension is inverted White Power & Oleins with White springs)- 2 new tires & Norduskal rims - Up Tight pipes, new fenders, 38mm flat side Mikuni carb., aluminum bars, 14-56 PSI sprocket and new brakes, Great Bike, strong, very fast, needs a good home! Comes with extra parts, rear sprocket, new OEM pipes, new Bark Busters, air filter, new skid plate and new Norduskal rim. asking \$2000 obo

FOR SALE - 1986-87 CR-500 Husqvarna, new motor, rear tire, rim and brakes, motor replaced with new XC-500. Clean and ready to go, asking \$900 or bo

FOR SALE PARTS - new 250/500 motor cases, new side cover for liquid cooled 86-88 250/500, mufflers and 40mm front shocks for 86-88

CONTACT -- Angelo Mudakis -- Home: 973-697-3269 Beeper: 201-865-4772 Cell phone: 973-216-2093

1980 Husky NOS seat, never used call Aaron at 626-339-9547 or e-mail aaron_m_flores@yahoo.com

For Sale - 1974 400WR Husky, 6 speed, mint condition, all original including tires. Never raced, ridden once a year, has Skyway spark arrestor factory installed silencer and muffler-forestry service approved, factory skid plate - \$1500 - contact Nick Raino, POBox467, McCall, Idaho -ph 208-634-5201, will deliver to Boise

Husky 610/410 Malcom Smith Pipe, Fits '94-'99. Mint-Cond. \$250 plus shipping. Dennis 925 443-8047 <dennis.frisk@gene.GE.com>

wanted. late model front end complete, from 93 or later, forks triple clamps wheel, or partial front end, must be late model. Capt John, 781-641-3474 or gonfishn@tiac.net, also pls see

<http://www.bostonboatcharters.com>

1973 HUSQVARNA 250 rt and my 1986 Husqvarna 430 automatic for sale <RBranch4@excite.com>

For Sale 1975 Husky 250cr. Great Historic class racer. Total restoration done including motor. Tank is original and nice. I have 2 1975's and this one I was afraid to ride because it's so nice. Needs nothing! \$1800 invested but will sell for \$1350. Phone 724-539-0176 or e-mail at loufox@tcsinternet.net.

82 250xc race ready. 81 430cr parts bike, good compression, kickstart slips sometimes. 73 400wr good compression @complete. 75 250wr complete. 72 400 frm., eng., @forks. Also I have a 87 Fantic trials bike for sale. Please post these happy riding Steve McIver call 573-785-0260 or 573-776-7122 mccycle@hotmail.com

early husky fork tubes with slider legs, about 1972, \$50. for the pair. 1971 Husky 400 frame, \$50. Red husky plastic tank, a little sun faded, \$40. 1981 Husky 250 XC, complete fork assembly, triple trees, bearings and cable guides, \$125. Aluminum CR husky, purple tank with cap and petcock. \$75. 1976, front wheel assembly, \$50. 1976 husky rear wheel assembly \$50, 1976 250 WR Pipe, nice condition, & 65. call (785)-1107 or E-mail

wideglide80@bikerider.com

WANTED: 1978-80 Husky 250 CR or XC in very good condition, ready to ride. Call Chuck in Ohio at 937-696-2411 or email cbeers111@aol.com or cbeers@advertools.net

1983 Husqvarna WR500 for sale, for 1000.00US. Runs, new piston kit included. e-mail to jlmcgee@hotmail.com. Attention Rick.

For Sale: 1969 Husky 360. Bike runs strong and is in good shape. Contact Charlie at (505)989-9481 or at cdlucero@aol.com.

I need a complete engine, or at least a bottom end for a 85 Husky 500 XC. I'll buy a complete bike if needed. Dean Anderson (480)946-0289 blkcwbyhat@aol.com Thx!!!

76' Husky 360, ML10610, nice shape, new seat cover, needs top-end (piston), first \$500 Mike E-mail: arizmxmike@aol.com

I have a 1975 or so 250 husky and would like to get rid of it so I can buy a car. I will sell this for \$600 just take it. leave response at - Crazymancook@hotmail.com.

Dynoport pipe for '87 430WR, Nickel finish. New. Paid \$270. Sell for \$225. bmcFarland@esrv.com or (301) 698-1900 x325. Bret McFarland, Knoxville, MD

1979 Husky 250 WR for sale - priced \$600. Bike in good shape - many new parts - recently rebuilt ohlin shocks. Jamestown TN. 93 879-7120. e-mail wesnet@multipro.com. Ron Clark.

For sale: Large selection of NOS and good used Husky parts from the late 60's to the mid 80's. Whole engines, engine and frame parts, WR tanks, wheels, forks, frames etc. Call Steve 416 281-8848 or sray459482@aol.com. Can deliver to Mid Ohio in July.

Wanted 2 NOS front fenders for 78 CR250/390's and any other NOS parts. Call Steve 416 281-8848 or sray459482@aol.com.

Wanted - 1976 to 1983 Husqvarna 250 WR that is complete that may need some work, will also consider 360 to 400 WR located in New England. E-mail jbenedit@jono.com or call 781-944-3498.

Wanted. complete crankshaft and rod for 79/80 husky 250. also silencer for same to fit 1-1/8" stinger and carb/reed assembly. Also interested in miscellaneous parts for a 79/80 husky cr. Purchase or trade. Email at manitunc@aol.com or 561-833-4544 weekdays.

Fox (THOR) aluminum swingarm for a 1977/78 Husky. It is in excellent original condition. \$300 or BO. Thanks, Perry Sconzert, Liverpool, NY 13090 315-652-4299 elsinore99@hotmail.com

1980 husqvarna wr 430. good condition, very complete, new rear tire. This bike has been in storage for over a year. It will need some work to start, but runs very strong. Blue and silver tank with gold rims. \$800 obo. Dave (602)404-4131. PHX AZ.

Wanted: 1987 430WR (?) kick starter parts. I'm looking for the Gear, Pawl, Spring and Shaft. (I don't need the kicker lever). Engine # 21420394. The bike belongs to a friend and I'll be tired of seeing him push start it. Please call Mike anytime at 614-659-7006. (Columbus, Ohio) or Email Mallen1@us.ibm.com

Wanted: '76 WR top end parts. Piston, ring, pin, circlips. Bottom end parts. Right side crank mainshaft, big end/rod. Rubber inserts for cylinder fins, Air cleaner, Speedo and speedo drive. contact David at farmer@global.co.za

ISDT REUNION RIDE - Leroy Winters Memorial

Sept 29-30-Oct 1, 2000 at Byrd's Campground in Cass, Arkansas AHRMA 2-day vintage reliability trials featuring some of America's ISDT and off-road legends...guys like Dick Mann, Preston Petty, John and Jack Penton, Dave Mungenast, Dane Leimbach, Doug Wilford, Jeff Fredette, Jake Fischer and many

more. Only event of its kind on this side of the Atlantic. Dust off your Belstaff jacket and clean the float bowl on that old Husky or Penton and enjoy a relaxing weekend of trail riding, special tests, and unparalleled comraderie in the Ozarks.

Sept 29 Impound

Sept 30 Day One competition and evening banquet at Weiderkehr Wine Cellars

Oct 1 Day Two competition, grass track motos and medal ceremony

For information or to receive a newsletter/entry form, send name and address to Jeff DeBell at jeffdebell@aol.com or 8918 Robinson Drive, Overland Park, KS 66212.

For Sale 1972 Husqvarna 400CC, 4-speed, new barrel and pistons, standard size, reconditioned transmission, \$2,500.00 Canadian. Claude Mantha, Orleans, Ontario, 613-837-3734 marie.cecile@sympatico.ca

URGENTLY WANTED Ignition and stator (SEM type no K10) for 510 TE 1990 Upside down forks model. Engine No CV1P4002404 Frame No VF320AA9225239327 Please email - mwitts5729@aol.com will pay shipping from anywhere worldwide. Thanks Martin

1985 CR500 Watercooled motor complete, includes ignition. Motor ran when removed from bike, condition otherwise unknown. \$200 + shipping. Set of cases for 1983 430, very nice case, \$100, Ignition for '83 430, \$125. Terry McDonnell 607-776-3204 before 10pm EDT or email tpmcd@hotmail.com

1979 390 Aut engine&transmission. I WANT to buy a complete Transmission for my 390 AUT -1979, if you have a working +1979 or 1980 model PLEASE contact me, I will buy it. Anders Sinijarv 602-971 1204 or jarven@home.com

1984 Husky 250 CR, runs great, very good condition. \$900 sailer@hcis.net 618-937-3506. Kevin, Illinois

Wanted parts for an 85 500 CR: case halves 16 19 880-01, case gasket 16 11 667-02, clutch basket 16 11 076-01, clutch gasket 16 11 650-01, brake cable 16 14 426-01, fork seals, petcock, main seals 15 13 725-01 and 15 13 726-01, water pump seal contact Richard at Neuby@crcwnet.com or call 509-782-8306

Wanted - 78 390 parts bike or good clean parts, have cash will travel in Florida 561-252-9033 or e-mail sharkie@bellsouth.net

1973 Husky 450 WR, everything new or rebuilt, works performance shocks, Mikuni carb, Metzlers, nice woods bike \$1800 firm

1974 Husky 450 WR works performance shocks, bark busters, skid plate, Metzlers, vintage race ready \$1700 firm

1979 Husky 390 WR works performance shocks, 2 front suspension setups, very nice, runs strong, \$1300 firm call Skip at 914-774-2506 location NY

Husky Rod kit 390 - LN with new crank pin and brg and new wrist pin brg - \$135 also 390 piston kits - \$125 Call Rick 216-486-9075

Husky 400 top end, early 70's cylinder on std bore with head - \$200 call Rick 216-486-9075



FOR SALE -- 1987

XC-500 Husqvarna (see above)-- new motor, pistons, clutch, reeds & suspension-- (suspension is inverted White Power & Oleins with White springs) -- 2 new tires & Norduskal rims -- Up Tight pipes, new fenders, 38mm flat side Mikuni carb., aluminum bars, 14-56 PSI sprocket and new brakes -- GREAT BIKE, STRONG - VERY FAST -- NEEDS A GOOD HOME! COMES WITH EXTRA PARTS -- rear sprocket, new OEM pipes, new Bark Busters, air filter, new skid plate and new Norduskal rim. ASKING \$2000 or BO FOR THE PACKAGE

FOR SALE -- 1986-87 CR-500 Husqvarna -- new motor, rear tire, rim and brakes -- motor replaced with new XC-500. CLEAN AND READY TO GO ASKING \$900 or BO

FOR SALE --- PARTS -- new 250/500 motor cases, new side cover for liquid cooled 86-88 250/500, mufflers and 40mm front shocks for 86-88

CONTACT -- Angelo Mudakis -- Home: 973-697-3269 Beeper: 201-865-4772 Cell phone: 973-216-2093

1991 wxc 350 Enduro is in excellent shape however possible lower end problems force possible sale as a parts bike opportunity. Brand new stator, all rims, suspension is in excellent operation condition. Upper end should be ok as well. Lower end bearings, crankshaft and rod may have damage. I probably could get more out of the bike in trade for a newer husky as a parts bike. All cables, clutch, radiator, ignition components etc..are all in excellent shape.

1987 wr 430 Enduro is also in good riding shape. Fresh top and bottom end, forks need work. All other components including rear ohlins shock are in great shape. This one has an additional set of gaskets for top end. I may be contacted directly: John Staple 1-810-772-7719 or Staplejo1@aol.com, Michigan

NOS Husky Girling shocks, 380 mm eye to eye \$150 NOS call Rick 216-486-9075

Husky Mikuni kit - for piston port, Bing carb Huskys, New alum manifold with rubber adapter and 38mm Mikuni carb - \$125 Call Rick 216-486-9075

Wanted - Gas tank and pipe for 81 430 CR - MM04430 - call steve at 724-662-3565

SERVICE BULLETIN



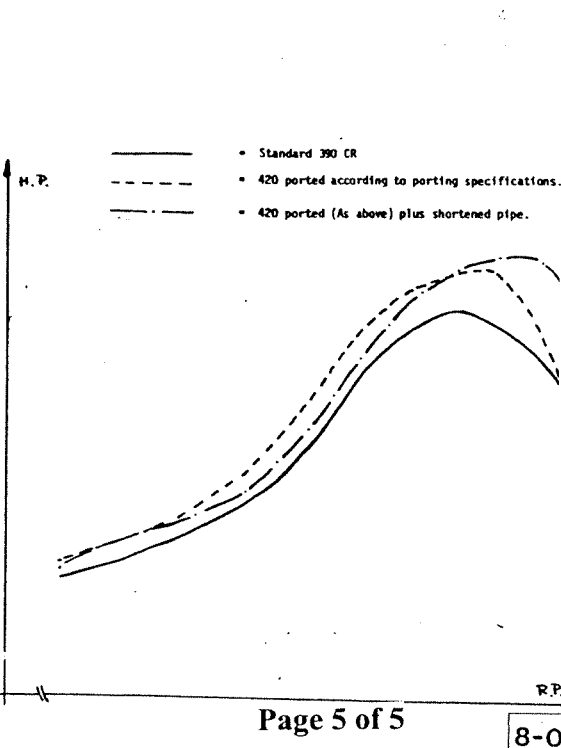
Excellent Letters

Vintage Australia MX

G'day Craig ,

Thought I would let you know what we have been up to down here.. Over the Easter weekend the Vintage Nationals were held in Queensland on the east coast.. From where we are on the West Coast it would be the same as you driving to CA to compete. My father drove my van over with 3 bikes in the back , a total of about 5,000 km one way. (about 3,000 miles). I flew with the family and after the racing had a holiday on the Gold Coast for a couple of days. To the racing, this year the organisers had a special class for the over 60 year old guys , in which my father came second. He is only 71 and got beat by a young bloke of 60. A total of about 120 competitors and about 210 bikes, with the pre ' 75 250 class being the biggest with 57 entries. I had the same result as last year with a 2nd in the 40-49 yrs, 263 cc to 1300cc class. You will probably see a report in the next VMX. What is happening in the top half of the world?

Brian Watson - <brian.watson@mrwa.wa.gov.au>



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← The power curve indicated here goes with the conversion of a 1980 Husqvarna 390 to a 420cc. See technical text later in newsletter.

HUSQVARNA MOTORCYCLE CLUB

is a newsletter club dedicated to Husqvarna and related motorcycle marques. Newsletters will be a 12 -16 page publication with 6 issued per year at a membership of \$15 for USA/Canada and \$24 for all others. To join, send check payable to **Craig Comontofski** and mail to : **Husqvarna Motorcycle Club, 1501 West King Street, Martinsburg, WV 25401**

Also include your phone number, e-mail address, Husky bikes you own, or are interested in. Frame# and engine #'s for bikes owned would be great!

As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. For commercial businesses, here are the very reasonable rates for your ads: 1/8 page - \$10 per issue, 1/4 page - \$20 per issue, 1/2 page - \$40 per issue, full page - \$70 per issue We can provide artwork for your ads, if you like, for \$40-\$80 (one time charge). Also, if you are a paid advertiser, we will offer you a free, one-time article or maybe even more if there is tech or valuable product info (with photos/pictures if possible) on what you offer the Husky Hobbyists. An E-mail format is best.

Ever Seen a Grown Man Cry?

Bill Mcnees <bmcnees@satcom.net>

I suppose you have all heard this old expression before but in this instance it's one that you can relate to, especially if you are afflicted with the terminal illness known only to the true die hard Husky restoration freaks.

I need to tell you about my best friend and restoration partner who we will refer to as Buthead. You see his last name is Butler and he has no hair on his sparkling dome so that name seems to fit most appropriately. This friendship has endured over many years and in fact I bought my first Husky from him which was when we met. That was back in 1971 when we were all bad ass desert racers.

I went to test ride this very used MG 250 with him and his old best friend and of course I was not used to the right hand shift. Well in a panic I hit what should have been the brake pedal and it wasn't and knocked a tooth out of 2nd gear. As was the custom at that time if you broke it you had to either fix it or buy it, either way I knew I was in for an expensive experience, so I bought it. Buthead and his old best friend said it was not a problem because they knew how to fix it. I watched in horror as the two geniuses split the cases on this old trusty Crustavarna motor using two by fours and claw hammers. Of course all of this was new to me and knew there had to be a more proper way to perform that operation other than what I had witnessed that day. Well our friendship started at that time and together we have been through many motorcycles in search of the ultimate dirt bike. That could be another story that I will have to give some consideration to.

Buthead and I live in South Eastern California in an area known as the lower Colorado River valley or the Low Desert. We have really wonderful weather for about 9 months out of the year, but the summers are real killers with daytime temps reaching 120 at times. Our area is mostly rural agricultural area and is financially very depressed. We hold some of the Golden State records that you really don't want to have like the lowest income and highest unemployment etc. Our neighbor to the south is Baja California Mexico and the capitol of Baja is Mexicali a city of about a million people. One of the few benefits of living where we do is that we can go to Mexicali and have chroming and polishing done relatively cheap because the people doing the work get paid about 5 bucks a day. I need to mention that all of the cost saved by the cheap labor is spent indulging in the consumption of tacos and beer which has become a tradition when making the journey south of the border.

We have been going to the same chrome guy for a couple of years now. We affectionately call him Socio, or translated to English our Associate. (His real name is Tony) Socio lives 6.8 miles south of the border in an area known as an Ejido, which is a very small community where people have squatted over the years. This place is real "third world" with no semblance of order. The things we take for granted, like lot lines and setbacks are none existent, as is the lack of paving and potable water and where out houses are the norm although they do have electricity. We have been working with Socio for some time as I mentioned and he generally knows what we want done, although he has on occasion screwed things up. Things like buffing the shamrock off of spoke heads and chroming some things that were to be zinc plated, which brings us to the story that I want to tell.

You see Buthead acquired this complete very good condition

MI 250 from John Lefever. That's another good story, you should have seen John's lovely wife flip out when he tried to explain that the firearm that he had just traded this motorcycle for was an investment. I thought I was the only one who used the investment story. When Buthead finally got around to start the restoration project the normal things start to happen, you know take the whole thing apart and start taking things to different folks, like the platter. So Buthead heads off to Socio's and takes a couple of rims, clutch and brake levers and perches to get polished, and bars, gas cap and chain guard for chroming. In addition he takes a complete set of Bufo bolts along that will be zinc plated. If you're a true fanatic you know about Bufo bolts and the fact the company is out of business. You should also know that we treat those bolts like gold and in fact I have bought bikes just to get the Bufo bolts.

A few weeks later (Socio usually says come back in one week however we know from experience that 1 week means 2 weeks) Buthead heads down south to pick up his goods. On his way back home he just happen to stop off at my place to show me his new treasures and all of the fine work that he just had done in Mexicali. We were admiring the fine job that Socio had done on the polishing and chrome work and I noticed that all of the Bufo Bolts were in this zip lock bag all nicely taped up. So I said to Buthead "Let's take a look at the bolts". You could see through the clear plastic bag that Socio had done a marvelous job on the bolts they way they were glimmering in the late morning sun light. We opened up the bolts and Buthead was admiring and commenting how the bolts looked better than new because Socio buffed the bolts prior to doing the plating process.

His admiration suddenly turned to tears; the vanes in his forehead started to bulge and pound, the normally tanned shiny baldhead of his turned a violent Husky red. I had never heard such a violent proliferation of profanity come forth from him in the entire time I had known him. All of this after I pointed out that Socio had done such a marvelous job of buffing the bolts that he buffed the Bufo logo completely off of the head of every bolt in the bag. What he had left was a complete set of bolts for his MI only they were totally useless. Well, it took old Buthead about two week to get his blood pressure back down to normal and it probably didn't help him to get over it very quickly as I took the opportunity to tell all of our friends. It's now quite common that when our friends see him the common greeting now is "Have you had your Bufo polished lately".

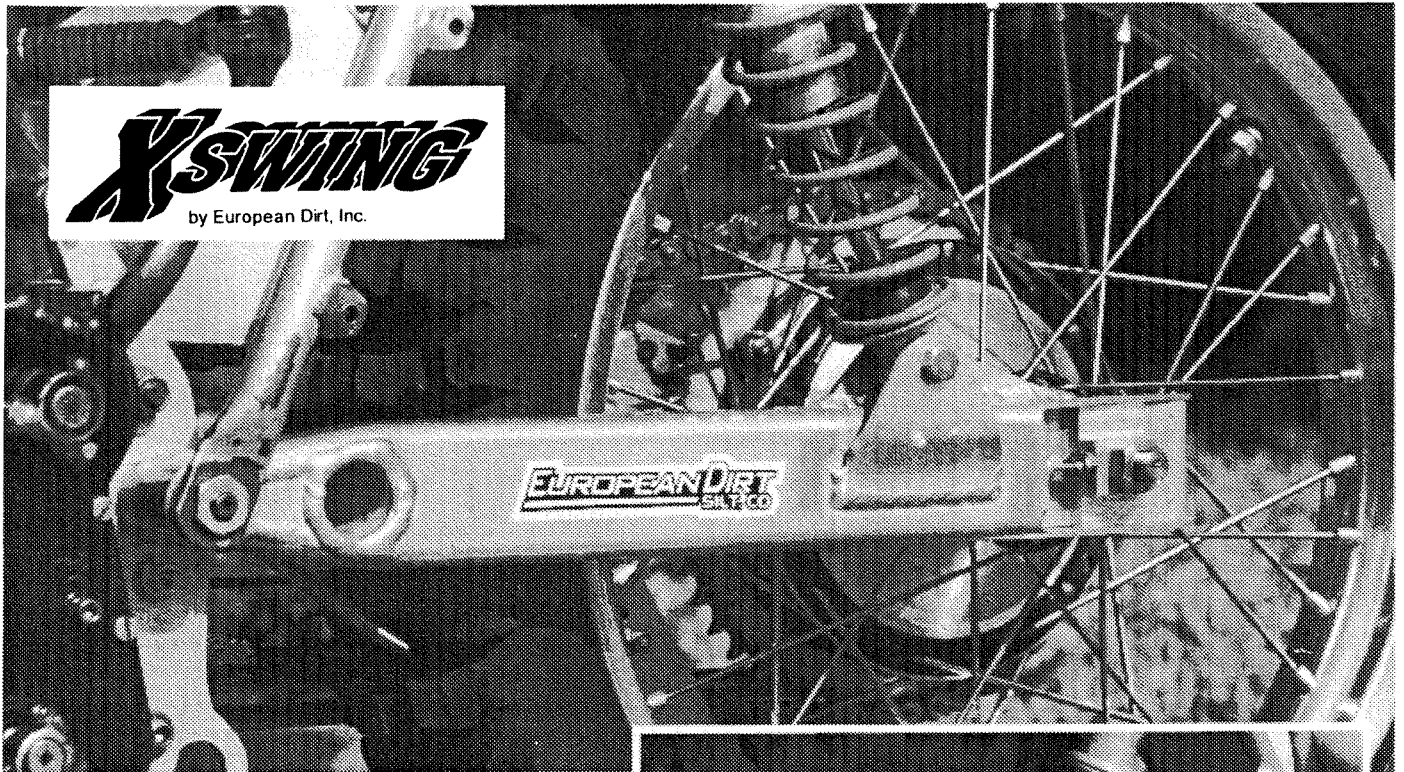
Husqvarna

Husqvarna Banners for your Shop or Garage!
These banners are 2' by 6' and are constructed of an outdoor quality vinyl. The logo and lettering is silkscreened onto the vinyl, this is not stick on lettering! All four sides are hemmed and double stitched and there is a heavy grommet in each corner to allow you to bungee cord fasten this banner in place. The lettering/logo are white, the background is royal blue. There are also nylon cords sew in to allow you tie into place. **Hang one in your garage!**
Take one to the races and display Husqvarna!
Club price is \$30 plus \$3.20 to ship = \$33.20.
(Retail is \$35) There is a limited quantity of these so don't delay - 304-267-6471 or husky@intrepid.net

Husqvarna

5

ALUMINUM SWINGARMS IN 6061 T6 ALLOY

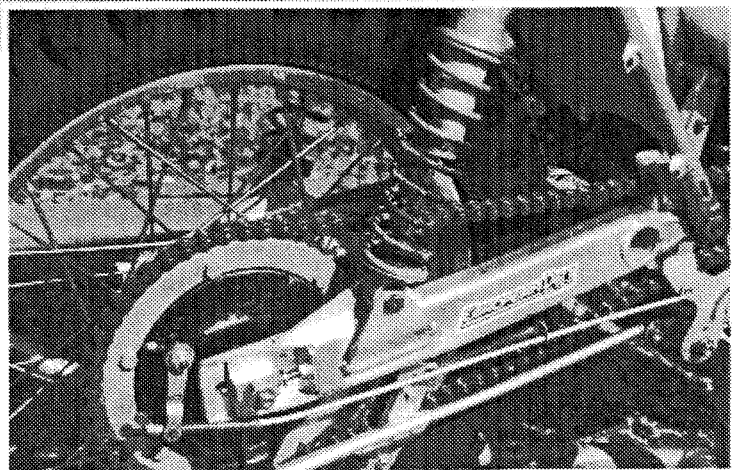


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BAJA 430XC

Tricks From the Winner

You'd expect the 430XC that won last year's Baja 1000 to be one trick machine, with high-tech one-off factory pieces all over it. You just don't go out and beat Bruce Ogilvie and Larry Roeseler with a stock Husqvarna.

Well, the bike that Scott Harden and Brent Wallingsford rode to the overall win this year is surprisingly stock. In fact, most of the modifications made to the bike were done in the interest of long-term durability and ease of maintenance—and could be done by any technically competent owner with a few hundred dollars to spend.

The 430 motor was left with stock port timing, but had its port and cylinder sleeve junctions matched and cleaned. The pipe retained the shape of the stocker, but Husky welded another layer of sheet metal to the front section to protect it from the onslaught of Baja's killer rocks.

The stock XC silencer was replaced with a less restrictive CR item. Husky figures the XC silencer costs about four horsepower—four horsepower they couldn't afford to give away in the long, fast wastes of the Baja.

The carburetor is stock except for its juggled jetting. It feeds mixture to the cylinder through a Mossbarger reed valve and reed case for extra flow at high revs. The Mossbarger unit is the same design as the stocker, it just gives the carb more reed area to work through. And it's available through your Husky dealer for \$99.83.

The ignition and lighting coils from an '82 430WR were substituted for the token lighting coil of the XC; the WR coils powered the two huge Cibie driving lights without a problem. The top light is a very powerful pencil beam, for ultra-long-range vision, and the lower is a wider focus flood design, for vision to the sides and around corners.

The lights were not mounted on the bike at the start of the race; the installation was engineered for quick changes, and the lights were bolted on at a gas stop just before the fall of darkness.

The front forks use the stock springing and damping rates, but the sliders were machined to accept special collars that make wheel changing a slip-in, slip-out proposition. Front wheel spokes are nine-gauge, laced into the stock pattern; the stronger spokes are used not so much to keep the wheels together in normal running as to allow long runs on flat tires, if the need should arise. Front tire is a 3.25-21 Metzeler.

At the bars Harden and Wallingsford shunned the trick new two-finger brake lever for the old long style. The long lever lets them use the brake harder on the long, fast sections without constantly having to adjust cable slack at the lever.

The frame was left basically stock, with one exception: the center tube that runs under the engine was bent up and rewelded in place to allow the motorcycle to be placed

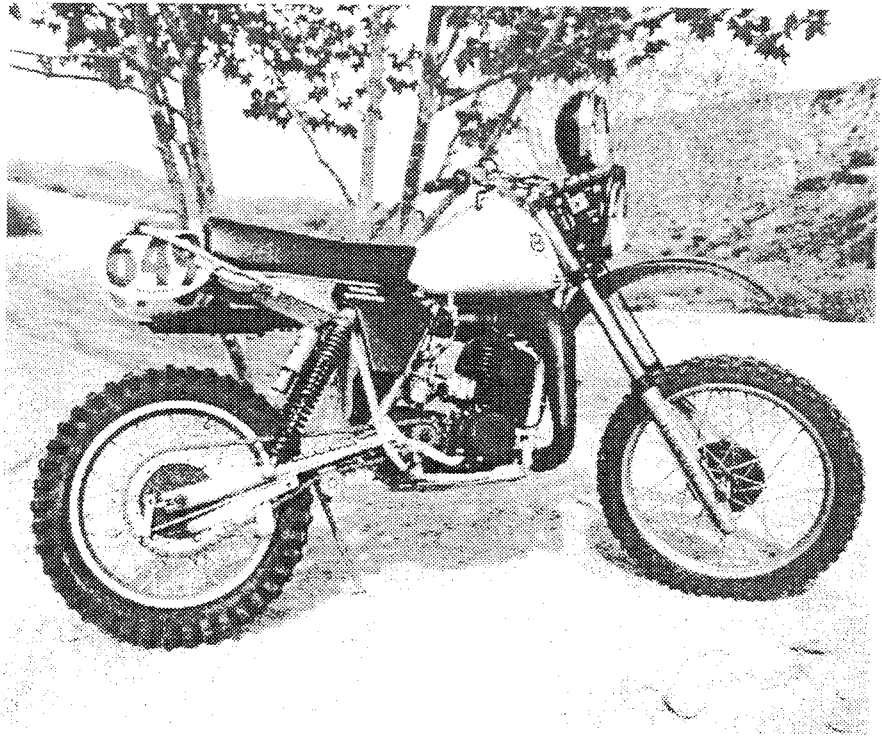


PHOTO: DEXTER FORD

Harden and Wallingsford used a 430XC with basically stock suspension and a blue-printed motor to win the 1000; most of the modifications are easily duplicated.

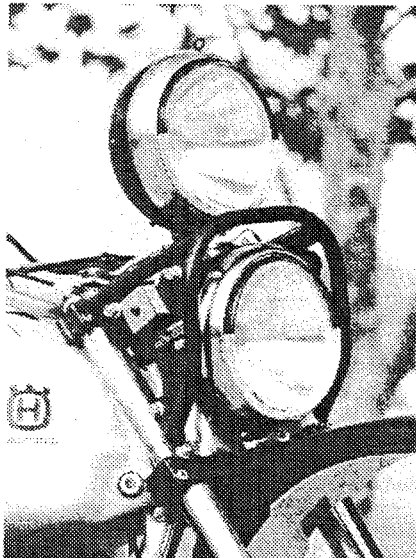


PHOTO: DEXTER FORD

Twin Cibie lights were used at night; a 430WR ignition system provided juice.

flat on a milk crate during pit stops. A Malcolm Smith aluminum skid plate protects the engine's vitals from flying debris. The four-gallon tank is also from Malcolm; the Husky Products 3.2-gallon tank didn't give the team the range they needed.

The rear wheel is beefed-up much like the front; eight-gauge spokes are used, tied-together at crossing points. Both 17- and 18-inch wheels were used in the race. The musical wheel sizes had more to do with the two riders' different preferences in tires than with any advantage in either rim size.

The rear brake torque arm was modified to allow the backing plate to swing down freely during tire changes; this makes it un-

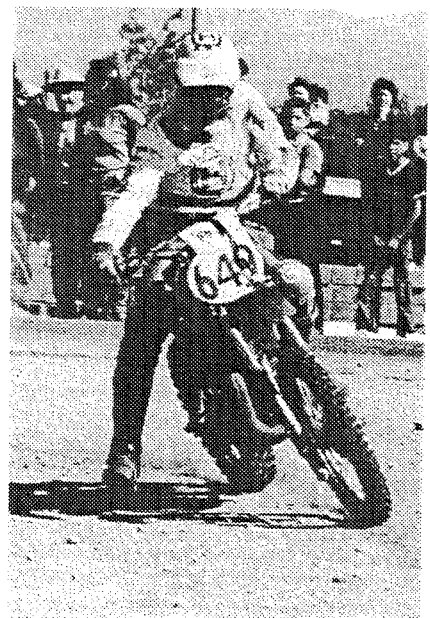


PHOTO: MIKE STEVENS

necessary to loosen the torque-arm bolts during a fast pit stop. A Husky products O-ring chain went the distance in the race; the sprockets look like they are ready to go out and do it again.

The modifications Husky made to their XC serve to point out the basic strengths of the machine. Most were done to meet special requirements of the race—not to fix any substantial inherent problems.

Harden and Wallingsford took their XC to the front of one of the most prestigious events in off-road racing. With some astute shopping, careful wrenching, and brilliant riding, you could go out and do the same next year.

—Dexter Ford



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714-460-4289

February 16, 1968

Mr. Bengt O. Farnstrom
Husqvarna of Sweden
938 Chrysler Bldg.
405 Lexington Avenue
New York, N.Y.

Re: Manufacture of 501c.c. Grand Prix Moto-Cross machine

Attn. Mr. Farnstrom:

Dear Mr. Farnstrom:

I would like to take this opportunity to notify you of my intentions to manufacture and assemble a 501 c.c. Moto-Cross machine for the purpose of competing in the open class.

Our first engine is being manufactured at this time and should be ready for us to try within three(3) weeks. I have great hopes for this new engine. I am sure it will dominate the open class in this country. I intend to produce 100 of these machines for 1968. These machines will be priced at \$ 1,495.00. I am notifying you of my intentions to keep everything above-board and so that there will be no mis-understanding.

As Husqvarna produces machines at this time in the 250 and 500 c.c. category only, the machine I am producing for the open class is not competitive with Husqvarna or a violation of our agreement. I feel I want to make my little mark in the world just like everybody else, so I am determined to build this machine.

We can use many of Husqvarna's machine parts if your factory has no objections. I would like to buy some of these parts which I am sure you are all set up to manufacture. I of course will have my own cases, cylinders, pistons, so forth. I would like for you to find out if some of Husqvarna's parts will be available for my machine. This machine will be of the highest quality also, with magnesium forks and magnesium hubs. The machine will be assembled in America.

Very truly yours

Edison Dye

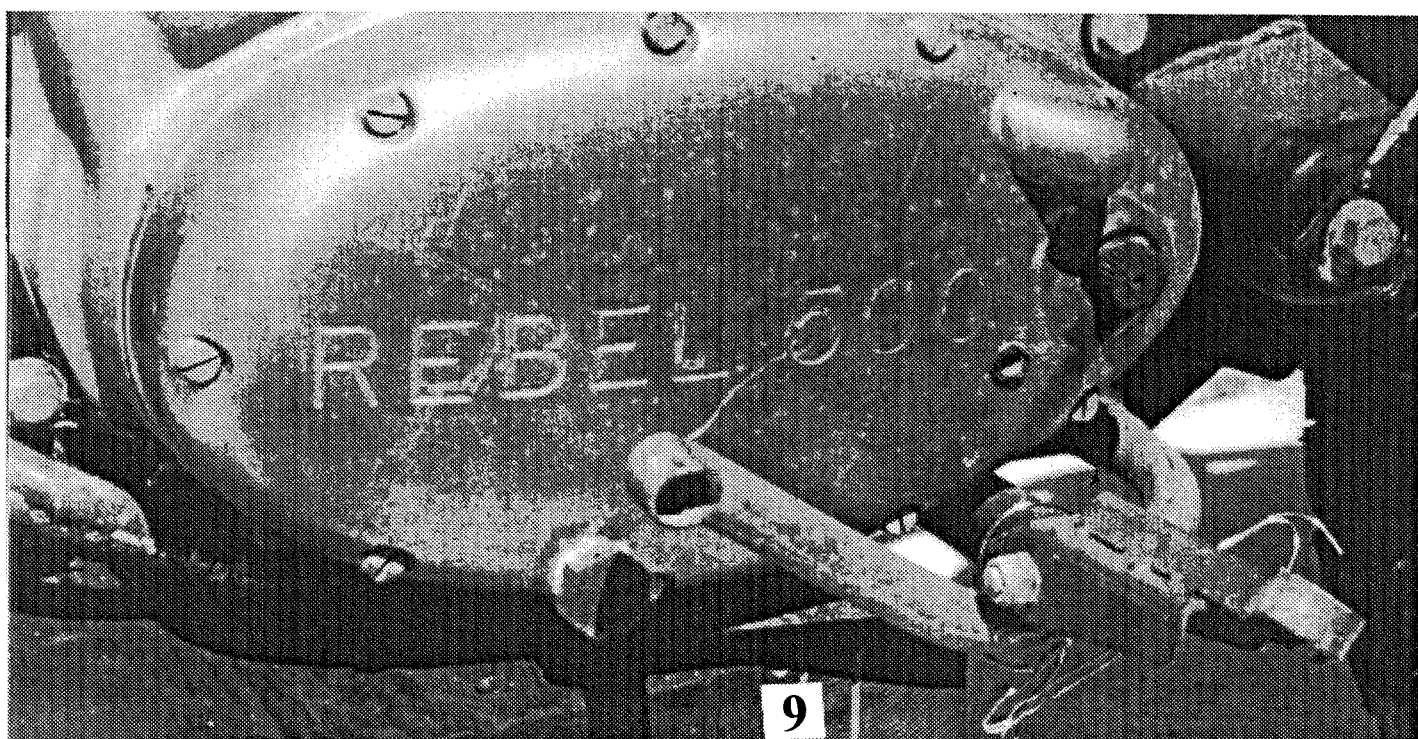
MED/jj

Husqvarna stands for:

precision sewing machines • high powered rifles • engine powered products of world wide fame



Photographed May of 2000 by the new owner Tom Ramey of South Jordan Utah - Right side of Rebel 500, This Husky was designed and built using Husqvarna 360 #66923, the very first 360 Husqvarna brought to the USA in 1966. Tom is faced with the dilemma of - should he restore this as "First USA 360 #66923" or as "Edison Dye prototype - Rebel 500" ? More details to follow in future news! This Husky is complete with engine , frame , special swing arm, special red/white/blue paint job on 1966 tank/fenders. What a piece of history! Notice 66 brake pedal, 68 foot pegs! Left Side of same engine below.



Ohlins Single Shock - Part 2 of 3

V. DISASSEMBLY OF THE SEAL HEAD ASSEMBLY

1. In order to disassemble the seal head assembly, the seal head assembly must be placed in the seal head holding tool and clamped securely in an adequate vise.
2. Using the correct spanner wrench, loosen the dark color retainer cap from the seal head assembly. Note: This retainer is loctited during assembly.
3. Remove the retainer cap.
4. Remove the shaft scraper. Clean, inspect, and replace if necessary.
5. Remove brass bearing.
6. Remove "X" seal for the shaft.
 - A. Edges should be rounded not sharp.
 - B. "X" seal should be pliable and not damaged or compressed by heat.
 - C. "X" seal is designed to allow shock oil to coat shaft.
7. Inspect shock shaft bushing in seal head assembly over and remove the circlip that retains the top out rubber. Remove the top out rubber and inspect for cracks or deterioration if the shock has been run without fluid or nitrogen.

VI. REASSEMBLY OF THE SEAL HEAD ASSEMBLY

1. Clean all parts in clean solvent and dry thoroughly prior to beginning the reassembly of the seal head assembly.
2. Lightly grease all "O" rings and seal edges prior to assembly.
3. Clamp seal head holder with seal head in place, with the retainer cap threads up, in a suitable vise.
4. Install the "X" seal into its cavity.
5. Install the brass guide on top of the "X" seal.
6. Install shaft scraper on top of the brass guide.
7. Apply loctite to the threads of the dark retainer cap and using the correct spanner wrench, tighten the retainer cap.
8. Check that the shaft scraper is held securely in place by the retainer cap.
9. Turn seal head over and install the top out rubber if it has been removed.
10. Insert top out rubber retainer circlip and check that it is properly seated. Note: If the shock travel has been shortened by the use of travel limiter shims under the top out rubber, the correct positioning of the circlip is critical.
11. Remove seal head assembly holder from the vise and remove seal head assembly from the holder.
12. Clean and lightly grease the external sealing "O" ring on the outside of the seal head.
13. Set aside until the reassembly of the shaft assembly.

VII. REASSEMBLY OF OHLINS SINGLE SHOCK

1. Check that all parts to be assembled are clean and dry.
2. Replace all worn or damaged seals, scrapers, and "O" rings.
3. Lightly grease all seal edges, "O" rings and bearing surfaces - Note: Use only high grade white colored assembly grease.
4. Start the reassembly of the shock absorber by taking the shock shaft with piston holder body assembled upon it and place the shaft in the shaft press holding tool.
5. Position the holding tool in the press so that at the conclusion of the assembly of the shock shaft assembly, the installation and tightening of the shock eye is possible without changing the press setting.
6. Position the shock shaft in the holding tool so that sufficient distance on the shock shaft remains to assemble all of the parts on

the shock shaft assembly.

7. Put the tapered seal assembly guide in place on the end of the shaft over the threaded portion of the shaft to protect all "O" rings and seals during assembly. Lightly coat the surface of the guide with assembly grease.
8. Install the floating spacer on the shaft with the larger diameter flat towards the piston holder body.
9. Install the seal head assembly with the top out rubber towards the piston holder body.
10. Install the seal head retainer cap with the threaded portion towards the piston holder body.
11. Install bump rubber with taper pointing at the piston holder body.
12. IMPORTANT: Using a small diameter rod, gently push the adjuster needle valve away from the needle valve seat in the piston holder body until approximately 5 mm of the adjuster rod protrudes from the shock eye end of the shock shaft.
13. Check to be sure that the transverse rod in the adjuster knob is clean and moves freely in its slot in the shock eye.
14. Be sure that the adjuster knob is "backed off" towards the eye of the shock end as far as possible.
15. Clean the threads of the shock shaft and shock eye and apply "thread" loctite to the threads, and thread the eye onto the shaft and loctite.
16. Loosen press and remove shock shaft assembly from holding tool and place the assembly in a vise in an upright position while tightening the vise.
17. Install the shim stop on the piston holding body, chamfer towards the threaded end of the piston holding body.
18. Install the compression shim stack in the correct sequence next. Refer to service bulletins 8-001, 8-002, and 8-003 for correct sequence of the shims.
19. Install the piston with the part number facing towards the threaded end of the piston holder.
20. Install the rebound shim stack in the correct sequence. Refer to section 18 part VII for the numbers of the service bulletins used for the correct sequence of the shims.
21. Install spacers and locking nut, and tighten locking nut to correct torque. 40 Nm is the correct torque.
22. Remove shock shaft assembly from vise and place the assembly on the bench cloth.

VIII. FINAL ASSEMBLY OF THE OHLINS SINGLE SHOCK

1. Place the clean shock body in an upright position in a suitable clamping device.
2. Pour shock oil in the shock body until the oil level is close to the top of the shock.
3. Use a plastic cap that just fits inside of the shock body and apply pressure to the oil to force the oil through the compression adjuster. Be sure adjuster is turned to the least setting for this operation. Repeat this process until the oil level in the reservoir is high enough to prevent any air trapping in any passage ways and there are no air bubbles rising from the adjuster valve passages. This is important, so take your time and be sure there are no air bubbles trapped in the adjuster valve.
4. Using a syringe, remove the excess oil in the shock body.
5. Fill the reservoir to the top and take reservoir piston and slide it into position on top of the reservoir to prevent air from being trapped. Gently push the reservoir piston into the reservoir.
 - A. Be sure that the "O" ring and its seating groove in the reservoir piston are clean and that a light coating of assembly grease is applied.

B. Apply a light coating of assembly grease to the exterior surface of the teflon bronze bearing. Check that there is sufficient end gap of this bearing when installed in the reservoir.

6. Push the reservoir piston sufficiently into the reservoir to allow the reservoir cap to be installed in the reservoir.

7. Install the reservoir cap after applying a light coat of assembly lub to the "O" ring and "O" ring groove in the outer diameter of the reservoir cap.

8. Install the reservoir cap retaining circlip into its groove at the top of the reservoir and pull the reservoir cap up against the circlip to seat the reservoir cap. Note: It is important that this cap be seated correctly, as the reservoir piston placement is measured from the top of the schrader valve body in the reservoir cap.

9. Put the reservoir piston placement tool into place and push the reservoir piston to the bottom of the reservoir. Note: Watch the oil level in the shock body during this operation to avoid spillage. Siphon off the excess with a syringe.

10. Inspect the fit and the condition of the teflon bronze band bearing that fits around the shock piston.

A. Measure the thickness of the band - if the band is worn more than .10 mm it should be replaced. New, the band is 1.5 mm thick.

B. Check the clearance between the edge of the teflon bronze band and the sides of the piston lands the band is mounted in. Excessive clearance will cause accelerated wear of the teflon bronze bearing. Normal clearance when new is .15 mm.

C. Inspect the end gap of the teflon bronze band to ensure clearance when mounted upon the piston.

D. Lightly grease the exterior surface of the teflon bronze band and install the band around the piston in its correct position.

11. Introduce the shaft assembly into the shock body and slowly immerse the piston assembly into the shock oil and submerge the piston assembly. Hold the seal head assembly as far up the shaft as possible until the time to install the seal assembly.

12. Hold the reservoir piston locating tool in place with one hand and with short sharp strokes, purge the piston assembly of any possible air pockets. Be careful not to expose the piston assembly above the surface of the oil in the shock body.

13. Fill the shock body with oil to the top of the body.

14. Keep the shock shaft assembly close to the surface of the shock oil and slowly push the seal head assembly into the shock, allowing the excess oil to bleed out thru the bleed hole in the side of the seal head assembly.

15. Push the seal head assembly into the shock body far enough to allow the installing of the seal head retaining circlip. Install the seal head assembly retaining clip.

16. Push the reservoir piston locating tool downward to push the seal head assembly back upward in the shock body and to correctly locate the reservoir piston at the same time.

17. Hold the shock shaft fully extended and remove the reservoir piston locating tool.

18. Install the schrader valve into the schrader valve body in the top of the reservoir cap.

19. Using nitrogen and the proper schrader valve connections, pressurize the reservoir to 200 P.S.I or 14 bar.

20. Thread seal head retainer cap onto the seal head assembly and tighten with the correct spanner wrench.

21. Check the action of the shock by compressing the shaft into the shock.

22. Adjust the adjustment knobs per the recommended settings in service bulletins 8-001, 8-002 and 8-003.

23. Install spring and spring clip.

24. Adjust spring preload to approximately 245 mm to 255 mm total spring length when the spring is mounted on the shock. Measure from retainer clip to preload adjustment nut on the body of the shock.

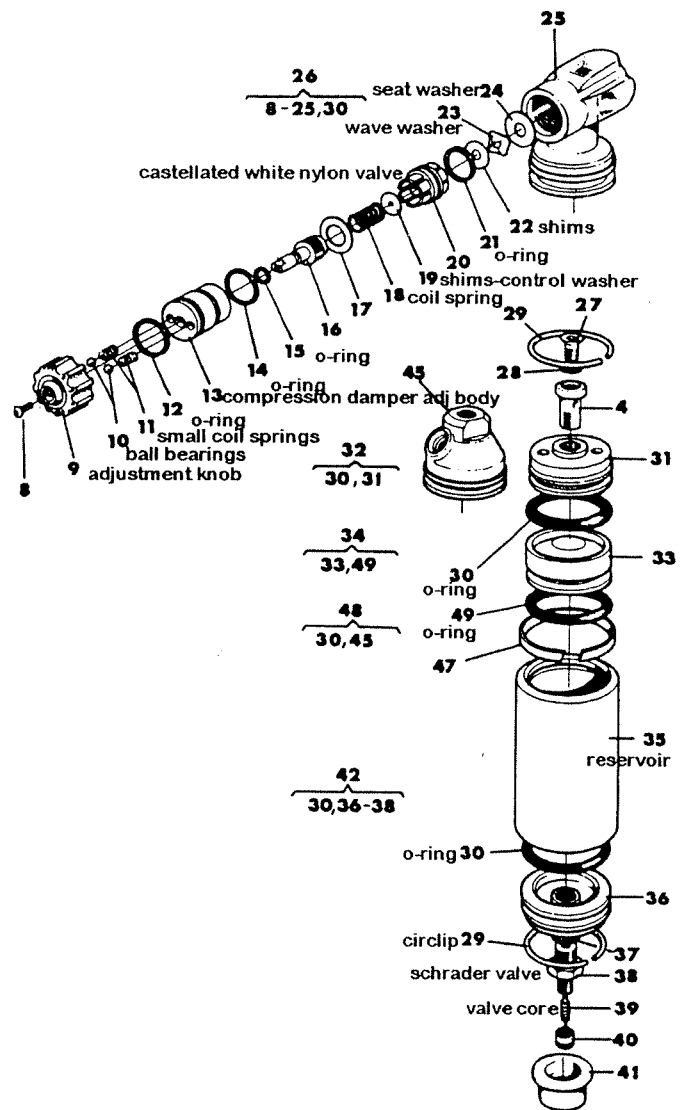
GENERAL NOTES:

* The seal for the shock shaft is designed to allow the shaft to be lubricated with shock oil during the action of the shock. The shock shaft should have an oil film upon it.

* Do not spray pressure washers upon the mounting points of the shock, shock linkage, or seal head area of the shock absorber.

* Due to the fact the the "X" seal allows the passage of small amounts of oil, the appearance of small amounts of shock fluid on the bump rubber is normal.

-- Husqvarna Technical Services



This is the second part of 3. I hope to have shock specs and maybe some of the reference material here as well. I sure could use feedback on Husky owners experience on single shock rebuilding

Happy Huskys - Craig

1980-390 CR A 420

9/10/80

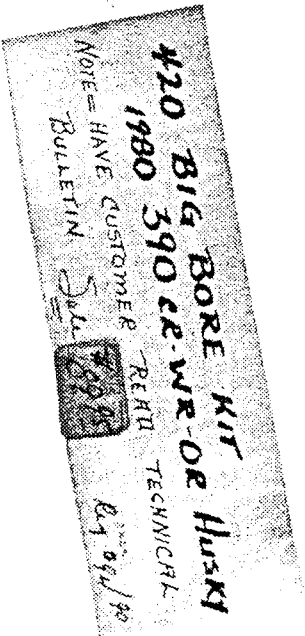


Dear Husqvarna Dealer,

On the following pages you will find how to modify a 390 CR, OR, or WR cylinder 1980 model to a 420. All cylinder work should be done after the cylinder has been bored to accept the new 420 piston. Remember to chamfer all ports after work is completed. The clearance between piston and cylinder wall should be 3.5 to 4.5 thousandths (0.0035-0.0045) of an inch. Only the 1980, 390 CR, OR, and WR has a liner thick enough to accept the 420 piston.

Regards,

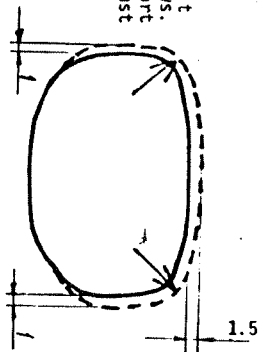
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HTS/ms



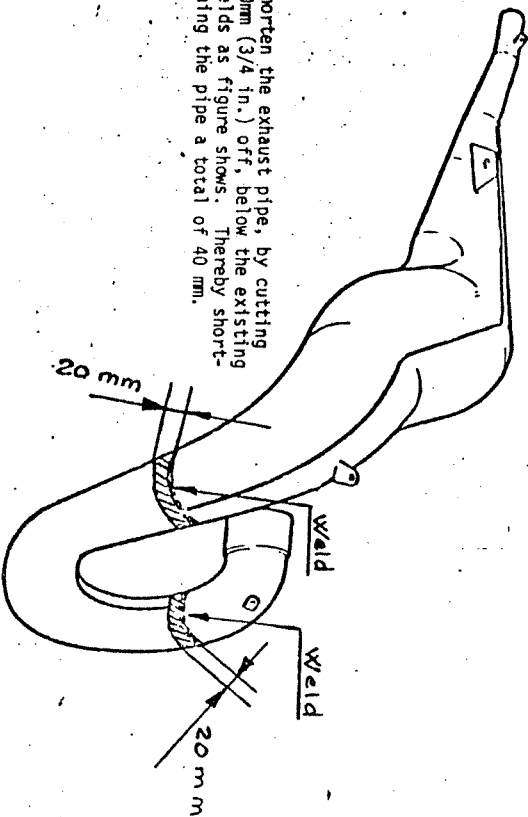
8-077

This is a 5 page technical bulletin that has been reduced to half size and doubled up on these 2 pages. There is an associated power curve elsewhere in the newsletter. You can dream about the price tagged on this kit, as I am sure it would be a little more today. I would not assume a all 1980 390's still have their 1980 cylinders, as things get swapped all the time.

Raise the exhaust port 1.5mm and widen it 1mm on each side as the dotted line shows. Be careful with the upper edge on the port especially where the arrows show. It must be a smooth radius between the top edge and the side edges.



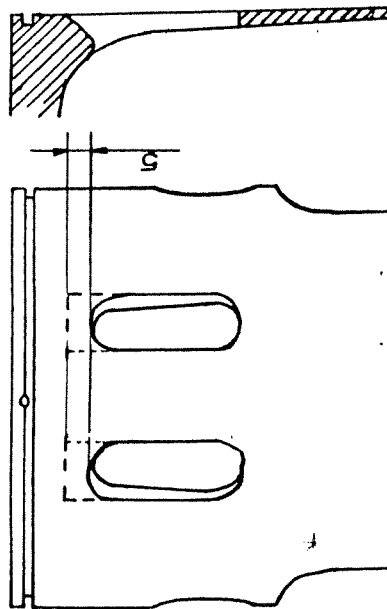
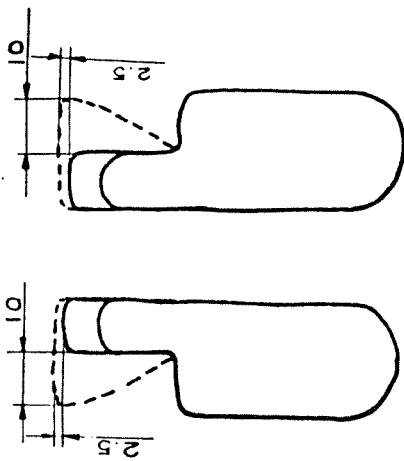
Shorten the exhaust pipe, by cutting 20mm (3/4 in.) off, below the existing welds as figure shows. Thereby shortening the pipe a total of 40 mm.



8-077

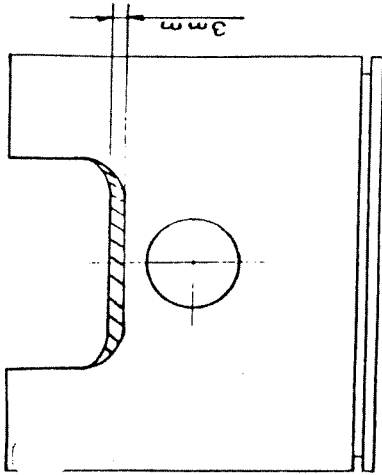


Widen the two boost ports 10mm as shown, also raise them to the same height as the two transfer ports (about 2.5mm). It is important that the boost port angle remains the same.



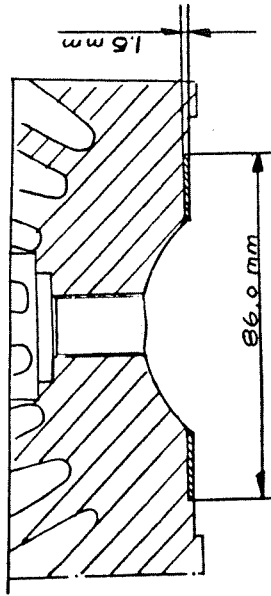
Widen the piston slots 1.5mm each and raise them 5mm, as the left figure shows. The figure on the right shows a cut through one of the piston slots and the approximate angle of the port when raised.

8-077

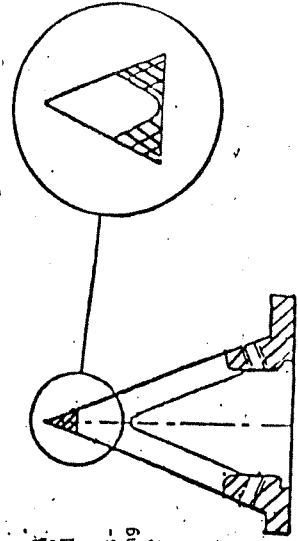


420 piston must be used with needle bearing, part number - 16-11-838-01

This figure shows a cut straight through the center of the cylinder head showing the combustion chamber. With an increase of cylinder volume it is also necessary to increase the volume of the combustion chamber in order to maintain the same compression ratio as before. Therefore raise the squishband 1.5mm on a 86mm diameter (the sealing surface between the cylinder and head is not touched).

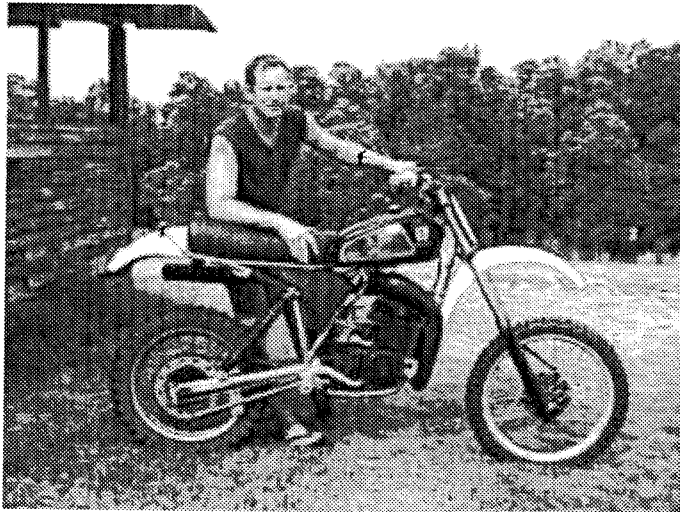


Sharpen the front piece of the reed valve holders (1610 357-01). Remove all the (in the enlargement), cross-marked material. When re-assembling the reedvalves, make sure the sealing surface is minimum 1mm all around the reedvalve holder.



8-077

Husky Showcase

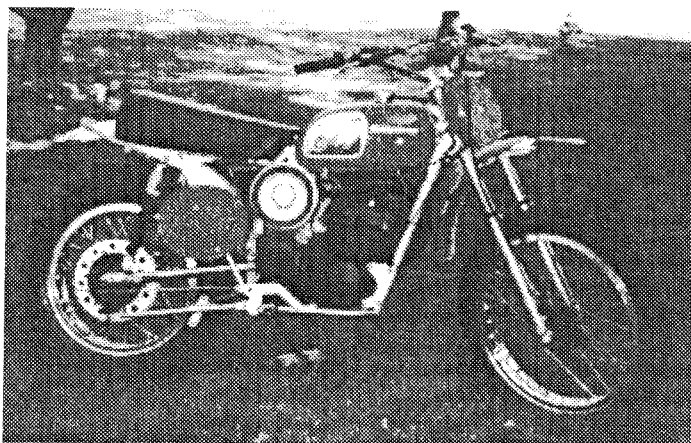


Dave Frait - Byron GA

Hi Craig, it's Dave Frait again. Thanks for the info on how much fork oil my bike uses. I'm attaching a picture of me and my new bike. It's a 79 390OR I picked up for \$500., it's in unbelievably good shape for the year. All I've had to do to it so far is put new fork seals and shocks on it. They're Progressive suspension's 13 series gas shocks and the seals are leak proof brand. I fell in love with this model Husky when it first came out, but I was only 13 and couldn't afford it. Now 21 years later I have my dream bike.

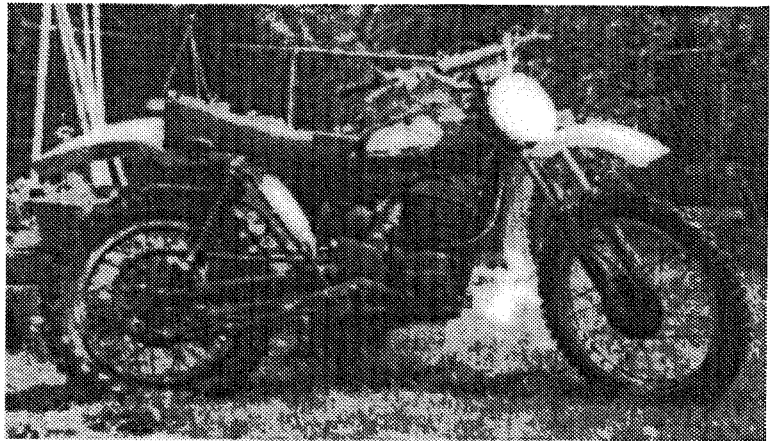
Notes: The shocks are 13 series, 16.5" freon cell from progressive suspension (part# 13-1241b). The springs are 80/175lb. rate (part# 01-1323b). The fork seals are Shindy brand (part# 13-010). I've also put a Moose universal 1.5" diameter lower chain roller on the bike with a homemade chain guide (3/16" sheet metal). All the parts (besides the chain guide) came from Dennis Kirk (1-800-328-9280). Thanks for the decal info, I plan on doing a full resto on the bike after this riding season.

Dave Frait <dnr91@yahoo.com>



Barry Ely's 1972 250 Heikki Mikkola Repilca - alloy fenders, green number plates, factory race spec front fork legs, Akront rims, famous mud flap are just a few of the details on this gorgeous Husqvarna!

bely@one.net



Michael Earl Stroble - Sacramento, CA

1975 450 WR - I am the owner of 5 dirt bikes from Hondas to Suzuki, but the one bike that seems to turn heads is the Husqvarna. We ride the Husky every weekend and last weekend we ran into a guy that was showing everyone how fast his 98 500 2 stroke Honda was. We raced and the guy could not pass me. He came over after the race and shock my hand and said he never saw a bike track thru the dirt like that one! Ride Hard! Stay Hard!

Ed note: you may notice the chrome area on Michael's tank. It is a 73 250CR tank that I don't see very often. Not all 73 250 CR's were done in that scheme.

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Next issue issue to feature 66-67 Huskys !



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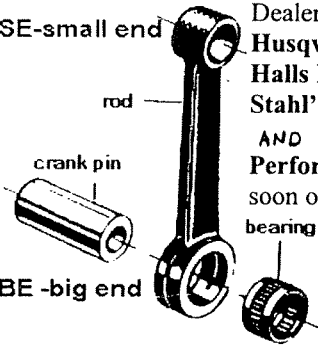


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91-94	125	ER0590-67239	26 x 110 x 20	20 x 54.5
88-91	250	ER800L-50632	30 x 125 x 22	24 x 64
67-70	360/390/400	ER1619-90201	32 x 135 x 22	25 x 52
70-80	250-430	ER1619-82501	32 x 135 x 22	25 x 58.3
80's	510	ER 4STK-63840 EG	38 x 127 x 20	30 x 59.9
90's	350-410	ER 4STK-63840 EG	38 x 127 x 20	30 x 59.9
90's	610	ER 4STK-67825 EG	38 x 127 x 22	30 x 59.9
90's	510	ER 4STK-63840 EC	38 x 127 x 20	30 x 59.9
90's	350-410	ER 4STK-63840 EC	38 x 127 x 20	30 x 59.9
90's	610	ER 4STK-67825 EC	38 x 127 x 22	30 x 59.9

SE-small end



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Stahl's Husky (765) 284-7653

AND
Performance Vintage Prod (502) 387-3993
soon others.

BE -big end

Joe Fredrickson of Euro-Rods is pleased to announce that a full supply of Husky rods are now available and more are in the works. Euro-Rods will not be retailing any rod kits, so you will need to deal thru the following Husky Club dealers. Other items - Euro Rods can supply the Husky 450 small end bearing and custom rods.



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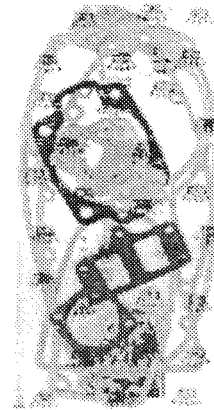
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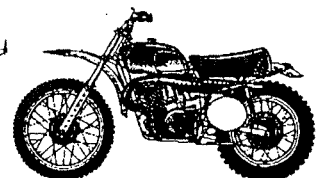
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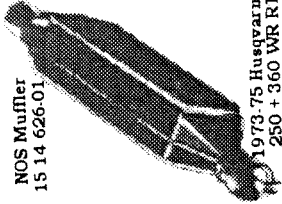
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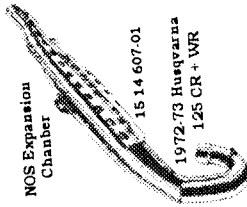
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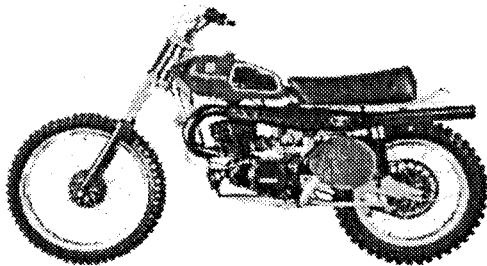
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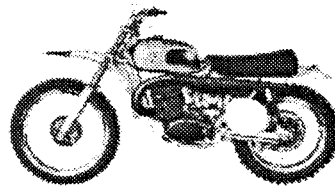
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Springfield, IL 62707

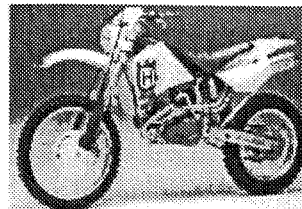
Phone 217-789-0107

FAX 217-789-7408

Talk to Raymond!

Talk to Jay Hall!

Hours:



Closed Sun/ Mon

Tuesday 9-7

Wednesday 9-6

Thursday 9-6

Friday 9-7

Saturday 9-5