

2341 S. CIRCLE X PL. TUCSON, AZ 85713

VISIT OUR CLUB WEBSITE: <http://www.subaru360club.org>

NEWSLETTER, VOL. XXIX., No. 3

JUNE 2008

ATTENTION * ATTENTION * ATTENTION

PLEASE PLEASE PLEASE

We are appealing to all club members. If you have a computer and an email address we are asking for you to please elect to start receiving the quarterly newsletter delivered via email. It seems like the USPS has made it a yearly passage to raise postage rates. We have managed to keep club dues very low for many years and only recently raised them due to increases in postage.

If you are interested in doing this to further our club, it is very simple to add you to the club email roster. Send an email with the subject: Subaru 360 Club to Subaru360nut@aol.com and CC to jvblakeman@aol.com

Thank You in advance for your cooperation in making your club a better club!

UNTIL WE CAN GET SUBARU OF AMERICA TO IMPORT R-1 and R-2s to the US (and Canada) here's an alternative - TRI-FUN has a line of 3-wheelers with 970 cc engines, 45+ mpg, including pickups, and 4-passenger 4-door "Surreys" and sedans! Based in FL, you can find them at www.trifun.com

THANKS TO CLUB MEMBER STEVE MICHELSEN in NJ, you can download and print out a bunch of Subaru 360 information, including some manuals, at www.mysubaru360.com/manuals_and_documents/

4th ANNUAL GREAT PACIFIC NORTHWEST MINI & MICROCAR GATHERING is Sat. June 14, 2008, at Portland International Raceway. Registration is now open, contact MARK HATTEN at www.mphspecialties.com

GOULD'S LUCKY 13th ANNUAL MINICAR & MICROCAR CLASSIC, July 11-12-13 at the home of CHARLES & NANCY GOULD in Newton MA (near Boston) E-mail Charles at chasgould@aol.com or call 677-965-4848 for details.

2008 NATIONAL MEET OF THE VINTAGE MICROCAR CLUB, August 1-2, Golden CO Holiday Inn Denver West, 14707 W. Colfax Av., Golden CO 303-279-7611 (specify MICROCAR CLUB for \$89. rate) - details on www.microcar.org or e-mail 2008@microcar.org or call 630-642-7622.

MARK YOUR CALENDAR NOW: MICRO/MINI CAR WORLD MEET 2010 - AUG. 21-22, 2010. 700 little cars expected from all over the world! For more information contact KEN WEGER, 1-815-459-2877 or knsweager@mc.net

28th ANNUAL UNIQUE LITTLE CAR MEET:

Prescott AZ was the host city for the first time in this longest-running series of minicar get-togethers in the US, and the weather was absolutely beautiful, sunny blue skies and low 70s during the day. Friday evening, April 4, we overwhelmed the Sonic Drive-in with little cars, sometimes parking 2 to a space. The carhops had to come look at the vehicles before they could take our orders.

Saturday, April 5, more than 70 little cars parked in the area surrounding Prescott College. A few may not have registered, and I may have missed one or two, but I took notes of the cars I did see - and then lost the notes sometime between Prescott and Tucson! So, relying on my memory (not reliable!) and the first roll of photos I took (more reliable), here are the cars (I think) that were on display:

A child's red wagon with improved suspension, tires, steering, and a go-kart engine, top speed 46 mph - there will definitely be a photo of this in the color pages of the December 2008 issue! A King Midget, a Goggomobil Dart, 2 American Bantam convertibles, lots of classic minis, 3 mini-mokes, several new minis, at least 6 Isettas, a Citroen 2cv, several Morris Minors, a bunch of Sprites and MG Midgets, 2 Triumphs, an Austin A-7, a Morgan +4, another Morgan, a Smart, 2 Honda Insights, lots of Nash (and one Hudson) Metropolitan, at least 5 Crosleys, and at least 5 Fiat 500s.

Only 2 Subaru 360s were there, Ralph Lopez' dune buggy ("The Frog") and the Parsils' van. That's the smallest contingent of Subarus ever in the 28 years of this event, some years of which we had the LARGEST showing of any marque!

Next year's Meet will be in the Los Angeles area, hosted by Ralph Lopez and the Metropolitan Club. We have enough 360s in the Southwest to get dozens of them there! Plan now to come, and if you're close enough, bring or drive your 360!

We did have a really good participation by 360 Club members from all over the US and Canada. JOHN & PAT JACKS came from VA, JIM & IRMA CAVE traveled from British Columbia and brought a Morris Minor, STEVE & JEAN MCCARTHY were there from TX, KEN WEGER made th trip from IL, SID HORMAN traveled from UT, CARY HUBBARD came from NM, RONNIE & BARBIE BAUMAN brought their '46 Crosley 2-door & '55 Hudson Metropolitan hardtop from CA (BOTH won trophies for Best of Class), RALPH LOPEZ and JOY TANIGAWA brought the "Frog" 360 from CA, and AZ was represented by LOUIS & LINDA CRANK, VICKI & JUSTIN BROWN, LOUIS & LAURAL HUDGIN, JOHN HILL, MICHAEL RADTKE, ANITA PARSIL & Yours Truly with our faithful 360 van.

This is a great opportunity for Little Car enthusiasts to get together, and every year we see many people who have been coming to it for years and lots of others who we get to see for the first time. If you live too far away to come to this meet, there are annual events now in the Pacific Northwest, New England, Florida, the Chicago area, Nashville, and probably other local events, as well as a big one this summer in Denver - see Page One of this issue. If you know of other minicar/microcar events, please send me the info and we'll publish it.

We already have hosts (the HUDGINS) for the 30th Annual SW Unique Little Car Meet in 2009 - it will be in the Phoenix area, where the first 3 events of the series were held in 1981, 82, and 83 before it started "making the rounds" of various locations in AZ, CA, and NV.

TEMPORARY STEERING WHEEL REPAIR: My van's steering wheel broke in the usual place, where one spoke joins the hub, and I wanted to be able to drive the van around our park, at least, while waiting for a helpful member to send me a replacement. I tried 3 different repair materials, and clamped each one overnight, using my WORK-MATE portable bench with the plastic stops in 4 holes to keep it circular (with the wheel inverted on top of the bench), and a heavy box of parts on top of the hub to make sure the hub and spoke were tight together.

(1) GORILLA GLUE - broke as soon as I installed the wheel on the shaft.

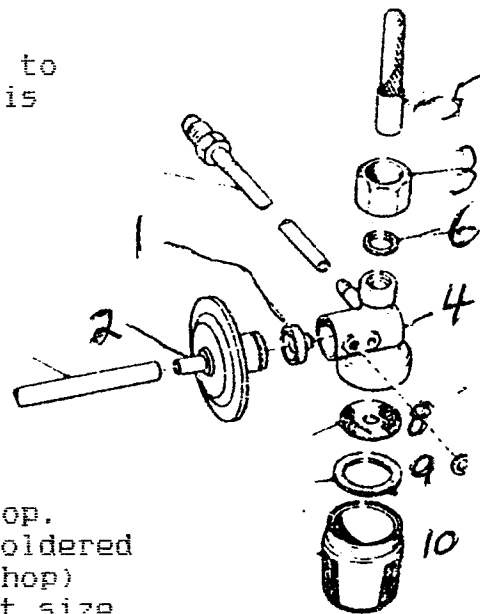
(2) KRAZY GLUE - held for one day, just a few miles of driving.

(3) CLEAR EPOXY - held for several days and never did break.

You can get clear epoxy at any hardware store, get the highest strength available, and just follow directions.

SEDAN FUEL CONTROL VALVE REPAIR: (supplement to P. 221-222) #5 in the blow-up to the right is the screen that projects into the fuel tank.

It is possible to do without the screen, but not without the tube on which it was originally soldered. The o-ring #6 must be compressed between the outlet on the fuel tank, the top of the main body of the fuel control unit (#4) and the pipe #5. This o-ring can be found at any hardware store, neoprene 3/4" OD, 1/2" ID, 1/8" thick.



I had run out of items #5, but member JON CHOMITZ saved the day by finding K+S 15/32 (11.91 mm) tube stock in a hobby shop. He cut several pieces of it, 5/8" long, and soldered a tube of brass screen (also from the hobby shop) to the top of one. This tubing is the perfect size for the job. I pressed one tube into a fuel control valve I was working on with a bench vise. It did not take a lot of pressure, but fit tightly enough that it is in there to stay. If you are using tubing with screening, you can twist it in with pliers.

Many old fuel control valves are also missing screen #8. If this screen is missing, it may be possible to make one from the same screening that Jon found in his local hobby shop. If you don't have EITHER screen in your fuel control unit, you can compensate for that by putting a VW in-line fuel filter (transparent, 1/4" OD ends) between the fuel control valve and the carburetor.

MUFFLER INSTALLATION FOR TRUCK & VAN: Thanks to NEAL GODFREY for the following: When installing the standard original muffler or a reproduction muffler, install the lower bolts to the fan housing VERY LOOSELY. Then line up the flanges of the pipe to the exhaust manifold, obtaining the proper fit. (Remember the ring that goes between them.) Then install the clamp. Now go back to the lower bolts that were left very loose. At the bolting points, you will notice a gap between the flanges on the muffler and the flanges on the fan shroud. Usually the gap will be smaller for the front mount than the rear mount. DO NOT tighten bolts yet. You must add shims (washers) to fill the gap. The shims you add need to fit snugly. Then tighten the 4 mounting bolts.

This adjustment will help to de-stress the point where the pipe is welded to the muffler. This is the vulnerable point at which the muffler starts to crack and leak.

FLAT-TOWING A SUBARU 360 VAN? We did this for 2600 miles in 1980 when we moved to Tucson. At that time the speed limit was 55 everywhere, so we kept to it. Now, with speed limits at 75 in many places, I keep the towing speed down to 60, the average speed at which the van will cruise under its own power, to avoid creating vibrations that do not normally occur. I hook a 3' bungee cord into the outer seat belt metal tab (thru the hole where the latch normally goes) on the passenger side, wrap it 3 times around the bottom half of the steering wheel, then attach the other hook to the outer seat belt metal tab on the driver's side. This prevents the van from over-steering and keeps it tracking properly behind the tow vehicle.

I made a simple tow-bar from scrap iron in 1980. It slides over the 2 bumper brackets that are welded to the front of the van, with flanges of 3/16" iron in front of and behind the bracket. One bolt goes through the holes in the scrap iron, with the bumper brackets sandwiched between. The bumper, of course, must be removed to do this.

In 1980, I made a wiring harness to connect the electric 4-prong socket on the tow vehicle to the taillights on the van, running the wires under the floor pan. When I started flat-towing our pickup ("Fire Truck") to meets, I installed the harness on the pickup, and left it there when I flat-towed it to a new owner in Fort Worth in 1996.

This year I decided to flat-tow the van to Prescott for the Unique Little Car Meet, but wanted something simpler than making a new harness to connecte with the van taillights. At a U-Haul store I found "Product MTOW" which looked simple to use. It fits a 360 van as if were made for it! One magnet-baed lamp sits on the right rear of the roof. The cord makes a loop to the right, then left through the space between the upper part of the lift gate and the weatherstripped ridge shown as "A" on P. 346 of the Book of Reprints. The lift-gate must be dropped about half way to get clearance to slide the cord between the lift gate and the roof, then lifted again to the fully open position. The cord then makes a loop on the left side, and the other light attaches magnetically to the left rear of the roof.

The long cord from the left light then goes into the van, compressing the weatherstrip shown as "B" on P. 346, just below the point where the line from the "A" touches. The cord then runs thru the cargo area and front seat area, and out the "air conditioner" flap. Once the 4 wires are connected to the plug on the tow vehicle, close the air conditioner to hold the cord in place. There is then no place where the cord can flap around and mar the paint! Installation takes about 2 minutes, and when you reach your destination it removes just as quickly.

WILDWOOD MASTER CYLINDER CONVERSION - best way to find all the details on this is to go to the Club Website, log on the Discussion Boards, click on 360 BRAKES & SUSPENSION, and look for the thread: *WILDWOOD MASTER CYLINDER CONVERSION IS DONE*. Thanks to TOM RICHDALE for finding this conversion and detailing how to do it, with photos!

WHEEL CYLINDER SEALS CAN LAST 150,000 MILES - if you drive your 360 all the time. I put a set of new wheel cylinders in my 360 van in 1978, 30 years and 150,000 miles ago, and never had a leak until recently. When I removed the pistons from the leaky rear wheel cylinder, they were not worn out, and the cylinder walls were smooth. The leak was caused by the seals expanding around the piston. The leak was between the piston and seal. This can happen in a year or less if a 360 is not driven.

YOU MAY NEED A MAGNIFYING GLASS TO
READ THIS ARTICLE, BUT THIS IS THE ONLY WAY IT WOULD FIT ON A PAGE.

2 members sent me this OLD CARS WEEKLY article, and I asked permission to reprint it after a year had passed. The editor kindly gave us the go-ahead to reprint it any time! So with thanks to OLD CARS WEEKLY, the author, editor, production staff, and members who sent it to me, here it is. "Honey, I shrunk the article!"

» FOREIGN FAVORITES

With Patrick R. Foster

First Subaru designed to be fuel efficient

The Subaru 360 automobile introduced to America during the late 1960s was probably not the worst car ever built. But in any comprehensive compendium of crummy cars the Subaru 360 would have to rank as one of the most hapless automobiles ever to come to these shores.

It's not that the Subaru was a poorly designed car. Really, the basic problem was that it was engineered for one set of road conditions and then asked to perform in a completely different environment. The result was, well... unfortunate. However, there are also some good things we can say about the little Subaru. More about that later.

The Subaru name comes from the Japanese word for the Pleiades constellation: a group of six closely spaced stars that are one of the more recognizable gatherings of heavenly bodies in the nighttime sky. The next time you walk by a Subaru, notice that the Pleiades stars appear on the grille badges.

The route that Subaru took to becoming an automobile distributor in America was markedly different from most other companies, and it bears relating. First of all, the company name itself isn't Subaru; that's only the brand name of the automobiles it produces. The corporation, called Fuji Heavy Industries, was founded in 1953. Its first motor vehicle was the Rabbit scooter, which was introduced in Japan in 1956. Motor scooters were very popular in Asian markets after World War II, often serving as a family's main transportation. But as Japan's economy slowly recovered, new cars began to be introduced. Because of high fuel prices, these were usually tiny, very fuel-efficient automobiles, designed to sell at the lowest price possible. That was the approach Fuji took when it introduced its first Subaru car, the 360, in 1958.

Looking at the Subaru 360's specs, the similarities to the VW Beetle are clear. In fact, in some ways, the Subaru 360 appears almost like a pint-sized Beetle. As originally designed, the 360 was a two-door sedan with a rear-mounted, air-cooled engine — in this case, a 16-horsepower, two-cylinder engine mated to a three-speed manual transmission.

If those specs sound a lot like that riding mower you saw last week at Home Depot, they probably are. But the little Subaru had been designed for conditions in post-war Japan. Gasoline was expensive, roads were crowded, money was tight and the relatively few people who could afford to buy a car couldn't pay for much more than basic transportation. In that sort of environment, the Subaru 360 looked pretty good, offering an enclosed body with room for four passengers, a low price tag, decent fuel economy and a little bit of style, too. The styling, though unusual by American standards, was perfectly suited to the bizarre tastes of the average Japanese motorist.

Where the problem began was when the Subaru 360 was taken out of its element and asked to perform under completely different circumstances. Around 1968, Malcolm Bricklin, who'd made a name for himself as a promoter when he sold a load of leftover scooters, got the idea to bring the Subaru 360 to America. He formed a company, Subaru of America, to do just that.

Bricklin figured the Subaru's low price tag and good gas mileage would make it an easy sell and, initially, he was right. But, although the 360 he brought to America was greatly improved over the original models, it still wasn't all that good a car. The two-cylinder engine (displacing 356cc, hence the car's "360" designation) was now rated at 25 hp at 5,500 rpm. That horsepower rating

small as you'd expect. The car had been designed to fit Japanese motorists, who were typically smaller in stature than the average American motorist.

Ah, but the little Subaru offered a truly low price — just \$1,297 — and because that was the little car's strongest selling point, the price was printed right in the sales catalog. The company probably wanted to make sure no one fudged it.

Throughout its life, the 360's calling card was its low price, so fundamental changes to the body styling were nil. Like VW, Subaru of America decided to turn the lack of styling changes into a product advantage, stating that "The modest and unique body styling... has remained unchanged since 1958 when the first Subaru 360 appeared on the market. It's because we couldn't find a good reason for changing it."

The rounded body lines were almost egg-shaped, with a low sloping front end featuring headlamps that were recessed into odd-looking hooded pods. The doors were rear-hinged, suicide style, and the hinges themselves were left visible. Japan's motor vehicle laws at the time required mirrors mounted on each front fender, and those just added to the 360's odd-ball looks.

Where the Subaru was really lacking was in performance. The car's acceleration and top speed were simply not up to American driving conditions. In sales catalogs, Subaru claimed the 360's maximum speed was 69.3 mph per hour. But an owner we spoke with recently insisted that such a speed could only be reached given a very long, very flat road, with no winds and plenty of time. He claimed maintaining 50 mph was a struggle if there was any kind of incline.

Gasoline mileage of up to 66 mpg was claimed (and why Daimler-Benz's new smart car can't match that is beyond us. Hasn't technology advanced in the past 40 years?). But the Subaru's economy came at the price of acceleration, top speed, comfort and more. Even

most current owners will probably admit they don't enjoy driving any sort of distance in one.

In time, Subaru realized its little car wasn't right for American driving habits. After *Consumer Reports* criticized the little 360's safety, retail sales dried up. But its initial success was enough to convince Fuji to start bringing in its larger Subaru cars and really attempt to establish itself in America. By 1971, the 360 had been superseded by the much larger Subaru 1100 model.

The good news is the Subaru 360s make terrific collector cars. They don't cost much, they take up very little room and when you hit the local cruise night, you'll probably be the only one there in a Subaru. As a parade car, they always get a smile. Add in the great gas mileage, and you've got a special interest car that's both fun and inexpensive.

That's a pretty good deal, right?



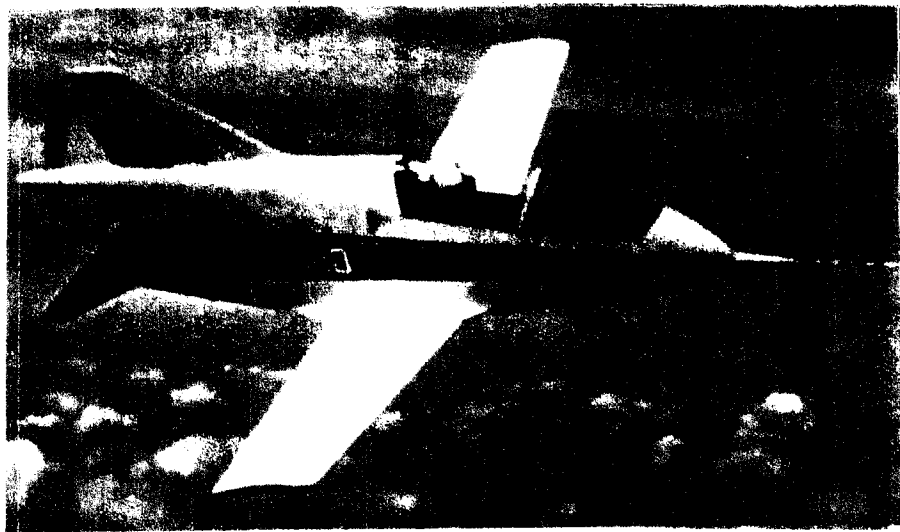
The first Subaru car, the Subaru 360, was introduced to Americans in 1958.

was less than half what the VW Beetle was offering that year and, of course, nobody ever complained that their Beetle was overpowered. The Subaru's transmission had been upgraded to a four-speed some years earlier, and that helped to make the most of the little car's scant power. The Subaru's wheelbase was very short; at 70 inches it was over two feet less than a Beetle, which should give you an idea of how much (or rather, how little) interior space was available. The Subaru's 51-inch width made it exactly 20 inches narrower than an AMC Gremlin and about 9 inches narrower than a Beetle. Overall length on the tiny Subie was 117.9 inches — or about 3 1/2 feet less than the Beetle. Keep in mind that many Americans refused to consider a Beetle back then, because they felt it was too small.

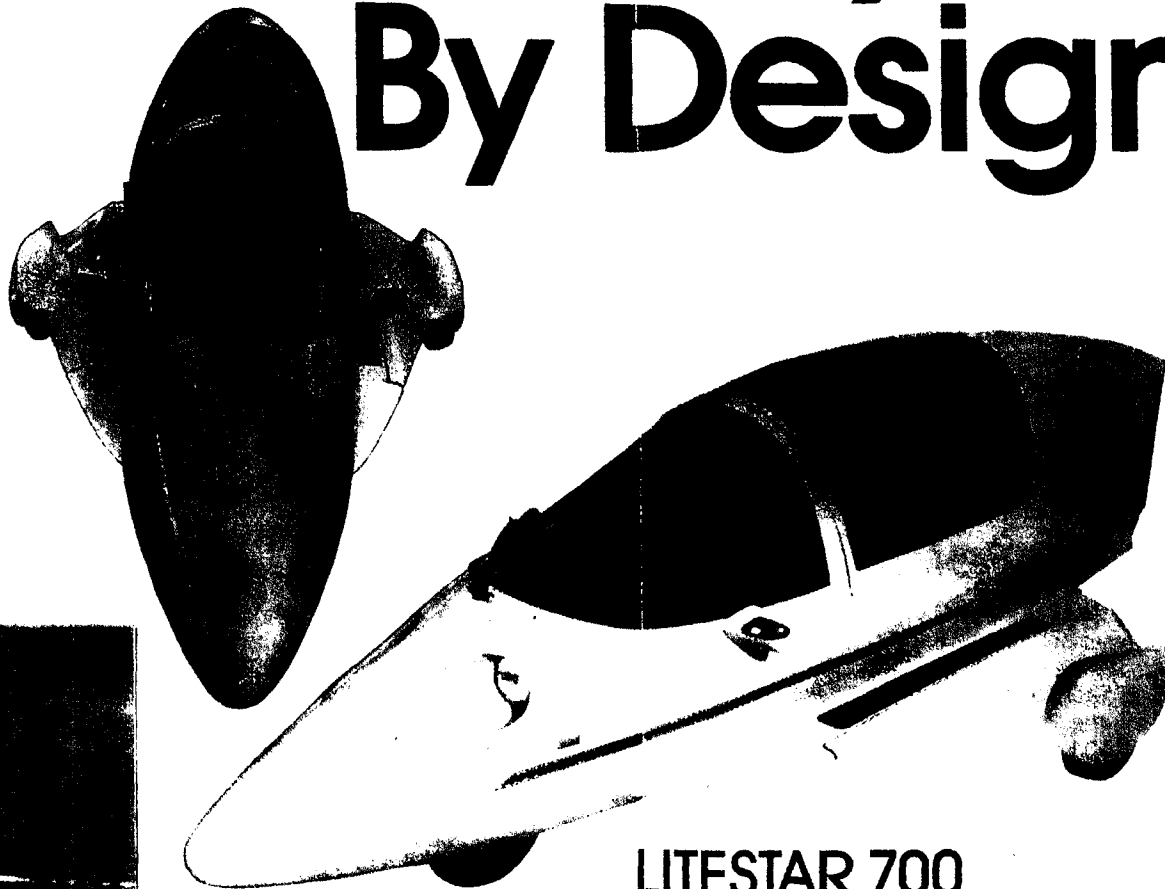
So, with the Subaru 360, we're talking about a really small car. And when you get inside, it feels exactly as

THANKS TO ROGER WARD, WHO SENT
THE BROCHURE ON THIS AND THE
FOLLOWING PAGE - and MORT SMIT,
WHO SENT THE PHOTO (below) OF
THE AIRPLANE REFERRED TO IN
THE "DESIGNER" PARAGRAPH.

TODAY'S CAR IS HERE



Efficiency By Design



LITESTAR 700

LITESTAR
THE FUTURE IS NOW

Concept

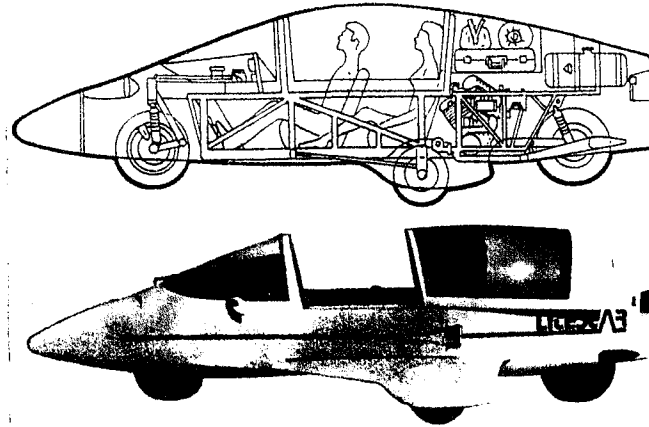
The LITESTAR utilizes aerodynamic principles and aerospace technology to overcome the ever-present problems of weight and air drag found in conventional vehicles. These factors (weight and air drag) require larger power plant to propel an ordinary vehicle and naturally uses more fuel. The LITESTAR overcomes these problems, and goes far beyond.

Combining a lightweight body made of high technology aerospace materials with a design that has an extremely low air drag factor (.092), the LITESTAR cuts through the air more efficiently than any other vehicle now in production.

Add an extremely economical, virtually maintenance-free, motorcycle engine. Incorporate a full protection tubular steel frame with double roll bars, and you have a vehicle with the performance of a sports car, that is safer than most compact autos as well as being the most economical vehicle on the road today.

Designer

The LITESTAR was designed by the world renowned aeronautical engineer James R. Bede. He began his career as a performance Engineer for North American Aviation, and was instrumental in the development of the F4J and the A3J Jet aircraft. In 1961 Bede established Bede Aviation, and produced the popular BD series jets, NASA and the U.S. Air Force uses these jets as a proficiency measurement criteria and Albert R. Broccoli chose the BD jet for use in the recent James Bond film "OCTOPUSSY". Since 1979 Bede has been involved in the research and development of high mileage ground vehicles. This research has culminated in the LITESTAR the ultimate commuter vehicle.



Specifications

Model 700

Length.....	194"
Width.....	76"
Height.....	54"
Carry load ..	Two Passengers and luggage
Empty weight.....	820 Lbs.
Drag Coefficient.....	.092
Engine.....	700 cc V twin liquid cooled shaft drive
Brakes.....	Double Disc Front / Drum Rear
Transmission.....	5 Speed with overdrive 6th and reverse
Acceleration 0-55.....	.67 seconds
Maximum speed.....	140+ miles per hour
Fuel Economy.....	75 MPG (Your actual mileage may vary)
Fuel Capacity.....	.5 Gallons
Basic Price.....	\$8995.00

Tomorrow Corp. reserves the right to change or modify equipment, specifications or prices at any time without prior notice. Detailed descriptions and illustrations are for informational purposes only, as products shown may vary for any reason.

Features

The LITESTAR is completely Street and Freeway legal licensed as a motorcycle, a standard Drivers license is all that is required for operation.

Numerous Safety features, Tubular Steel frame, Double Roll Bars, and Safety belts.

The Litestar can be serviced at hundreds of Factory Authorized Dealerships across the USA.

The Litestar 700 comes with a 1 year, 12,000 mile warranty (With a 5 year, 50,000 mile warranty available).

Convertible Operation (when Canopy is in retracted position).

Options

Air Conditioning
AM FM Stereo Cassette
Deluxe Interior
Cruise Control
Car Cover

Soon to be available:

Anti Theft Alarm
Full Electronic Digital Instrumentation Package
Keyless Ignition
Motorized electric canopy
RV Tow Bar
Side Pod (For Additional Luggage space)
Full Complement of High Tech Options available on request.

Why wait till 1999?

The Future is here.

Contact:

Earthship Enterprises

1615 University Ave.

San Diego, CA 92103

(619) 260-1999

CLASSIFIED STUFF

AUOMOBILIA FOR SALE: CLUB T-SHIRTS - Subaru 360 Driver's Club logo, now in 5 colors, on white t-shirt with pocket on the front; sizes L & XL only. \$15. each, includes shipping. STEVE MCCARTHY, 5431 Chapel Brook Dr., Houston TX 77069 281-580-2915 smccarthy@sbcglobal.net

AUTOMOBILIA FOR SALE: SUBARU ORIGINAL sales brochures showing all Subaru models, interiors and features for the year. Great for restorations or gifts! 1968-70, \$18. each year; 1971-present, specific model, \$15. each year. 1971-present, full line (all models), \$10. each year. Add \$3.85 shipping. Visa/MC. Specify year and model. WALTER MILLER, 6710 Brooklawn, Syracuse NY 13211 315-432-8282 Fax 315-432-8256 www.autolit.com

CAR FOR SALE: 1970 Subaru 360 sedan, 4-speed, 4600 miles, all glass good, but needs complete restoration or use for parts. Garage stored last 15 yrs., IL title, \$900. BRAD HARTOG, 27 N. Wise Av., Freeport IL 61032 815-238-6231 jagger@insightbb.com

CAR FOR SALE: Project Subaru 360 van, straight & rust free, all glass good, 2 1/2 engines, body off, needs reassembled. Will make any Club member a good deal. KEN WALKER, 500 Hackberry Av., Mission TX 78572 956-585-3572 drugstorecowboy@att.net

MANUAL FOR SALE: Original Subaru 360 Factory Engine Section Manual, \$25. to a member who will USE it and NOT AUCTION it. CHRIS WHITE, 64 Slocum Rd., Dartmouth MA 02747 508-994-1237 cwfordham1@comcast.net

PARTS FOR SALE: New Subaru 360 Van or Truck replacement windshield weatherstrip \$25. + postage. Reproduced Dome lite lens \$25. Now taking orders for another batch of truck/van windshields. BILLY PAUL, 210 Betsy Run, Longwood FL 32779 407-862-4928 wfpaul1@aol.com

PARTS FOR SALE: Hitachi distributor caps (\$10. each) and points (\$6. set) + postage, for pre-'68 distributors used in early Sambars and all "Cheeseburgers", shown on P. 100 of BOOK OF REPRINTS. BOB ALPERT, 12 Carroll St. #129, Westminster MD 21157

PARTS FOR SALE: New & used Subaru 360 parts, factory tools for ff-1 & later, new & used auto lit., die-cast 360, long SASE for 8-pg list. No phone calls please! ED PARSIL, 2341 S. Circle X Pl., Tucson AZ 85713 subaru360nut@aol.com

PARTS FOR SALE: Your CLUB PARTS DEPOT has lots of NOS 360 parts, and some for FF-1 and later Subarus. send long SASE, specify which list(s) you want, to FRANK DUVAL, 648 Holly Corner Rd., Fredericksburg VA 22406 or E-mail CorvairDuVal@netscape.net

PARTS FOR SALE: Subaru 360 sedan roof insert gasket, \$35. + postage; also repro. sedan and Young front hood star clusters. BURT RICHMOND, 1723 Fern Ct., Chicago IL 60614 312-951-8981 burt@fitzrich.com

PARTS FOR SALE/SWAP: - 2 rear brake drums, 2 front sedan drums, \$25. each. Want truck door pocket, star cluster, bumper bolt. REX BROWN, 1804 Cedar St., #3, Forest Grove OR 97116 503-359-9186 rexbrown@comcast.net

TIRES FOR SALE: 4 brand new Michelin MX 145/10 radials & tubes, \$120. for all. must be picked up in Los Angeles, can't ship. SHOICHI KINOUGHY, 1629 W. 145th Stt., Gardena CA 90247 310-344-1322

WANTED: Subaru 360 sedan, restored car in midwest area. JOEL DREES,
350 Winnebago St. #309, N. FondDuLac WI 54937 920-923-1439

WANTED: Subaru 360 sedan in good condition, must be DRIVEABLE - no
rust or cracked glass. GENE FUHRMANN, 3501 St. Francis Dr.,
Springfield IL 62703 217-529-3553

WANTED: Subaru 360 sedan or Young, excellent original or restored,
want a car that needs no work, buy outright or might swap sedan I have
that needs interior & engine work. SID HORMAN, 3125 Whitewater Dr.,
Salt Lake City UT 84121 801-277-4403 *sidnicki@msn.com*

WANTED: Subaru 360 pickup in excellent condition, also a J-635 key to
buy or borrow. MARC BOULAY, 777 Mile Square Rd., Pittsford NY 14534
585-624-9821 *AJSamantha@aol.com*

WANTED: Subaru 360 in good condition, in or near IN, can pick up. BEN
CRAWFORD, 14088 Teetor Rd., Hagerstown IN 47346 765-717-4497 (ask for
Ben) or e-mail *bencrawf@hotmail.com*

WANTED: Subaru 360 sedan. Call PETER DAWSON, 248-647-1879 in
Birmingham MI or e-mail *PMDAWSON@SBGGLOBAL.NET*

WANTED: Subaru 360, dead or alive, in or near WA. DAVID BLOOD, 19310
W. MacFarlane Rd., Medical Lake WA 99022 509-299-5131
davidblood42@juno.com

WANTED: For Subaru 360 van - all 4 doors, rear door, engine door, fuel
tank, steering wheel, steering post cover, horn contact plate. DAN
McINTOSH, 35555 Wilbur Av., Warrenville IL 60555 630-393-9112
dannymacmanw@sbglobal.net

WANTED: 360 sedan driver's side headlite surround. ROB ROBINSON,
1018 11th Av. NW, Minot ND 58703 701-833-2975 *modernhemp@hotmail.com*

WANTED: Gas tank for 360 truck/van. Buying Subaru 360 parts, don't
throw them away, contact me first. ERIC STEVENSON, 1048 Ridge St.,
Hammond IN 46324 219-931-6111 *ecs1015@aceweb.com*

WANTED: Subaru 360 sedan jack with handle, front hood emblems for
sedan and Young. KEN WEGER, 3815 Oak Ridge Rd., Crystal Lake IL 60715
815-236-1650 *knsweger@mc.net*

WANTED: Subaru 360 van - for my brother in Houston TX. contact ELIJAH
ROBERTS *elijah_roberts@yahoo.com* or 303-781-8064

WANTED: New or used parts for my Subaru 360 pickup, incl. windshield.
GERALD MURRAY, PO Box 488, Jamestown KY 42629 *gwmurray@duo-county.com*

WANTED: For Subaru 360 sedan - windshield washer bottle mounting
bracket, spare tire spring & hook, good chrome wheel covers, door strap
end bracket. DARRELL SMITH, 1412 SW 25th St., Blue Springs MO 64015
816-812-1965 *darrell@backinthedaymotors.com*

WANTED: For Subaru 360 pickup - 124 181 011 brake oil reservoir, 684
111 030, chrome headlite bezel (need both); 691 001 061 inside mirror,
119 250 032 SUBARU script for front. PHIL MACEY, 503-805-7855
phil@odpower.com

DEADLINE FOR CLASSIFIED ADS FOR NEXT ISSUE - JULY 15, 2008 - send to
ED PARSIL, 2341 S. Circle X Pl., Tucson AZ 85713 *subaru360nut@aol.com*

OSTER UPDATE, 4/15/08 - changes are in bold type

ADLINE FOR SEPTEMBER ISSUE (articles, ads, address changes, etc.) is JULY 15, 2008

NUAL DUES: \$8. Prepay thru 2012 if you like. Send to: ED PARSIL, 2341 S. Circle X Pl., Tucson AZ 85713

OUR ADDRESS LABEL INDICATES THE MONTH YOUR DUES EXPIRE ("08" = 10/08)

19 YUVAL APPELBOUM, 1684 Glider Ct., Thousand Oaks CA 91320 310-849-2169 70 van yuvalap@hotmail.com
19 BRIAN BOHLIER, 17000 S. Vermont Av. #H, Gardena CA 90247 310-323-3626 van foamandfab@sbcglobal.net
19 LEE FREA, 12884 S. Elm Av., Caruthers CA 93609 559-455-3338 69 pu mci_m1c2@yahoo.com
10 MEZZO TINT, 77 Lily Way, Watsonville CA 95076 831-761-2403 69 van mezzo.tint@sbcglobal.net
L* KEN THOMAS, 5427 Elderdown Way, Sacramento CA 95835 kdthomas@gmail.com
10 DAMIEN PASQUA, 42 Green St., Milford CT 06460 203-733-4934 whiteoakdesign@yahoo.com
LARRY GALLAGHER, PO Box 650221, Vero Beach FL 32965 772-567-1806
TIM GRIFFIN, 4555 43rd St. N, St Petersburg FL 33714 727-368-3047 sed moskvitch407@yahoo.com
19 DICK ROCKROHR, 9150 S. Talon Ln., Boise ID 83709 208-867-6943 2 sed buellracer2@yahoo.com
10 BEN CRAWFORD, 14088 Teetor Rd., Hagerstown IN 47346 765-717-4497 bencrawf@hotmail.com
SHERI TRINE, FUN SPOT AMUSEMENT PARK, 2365 N. 700 W., PO Box 704, Angiola IN 46703 260-833-2972 70 sed sheri@vestil.com
10 JON CHOMITZ, One Moon Hill, Lexington MA 02421 617-625-6789 70 sed Jon@Chomitz.com
19 CHARLES & NANCY GOULD, 163 Country Club Rd., Newton MA 02459 617-965-4848 2 sed chasgould@aol.com
09 RIMROCK SUBARU, DON VOLK, 324 S. 24th St. W, Billings MT 59102 406-655-8561 70 sed dvolk@rimrockauto.com
10 HECTOR LUGO, 512 E. 145th St. #4D, Bronx NY 10454 646-703-7060 70 van helenmaisonet@aol.com
19 DON & SUE KUNTZE, 1429 W. Elder Dr., Mustang OK 73064 405-823-8979 kraftwerkhotrods@cox.net
09 EBB & JEN WIECZOREK, 813 Devon Ct., Hood River OR 97031 503-866-0808 van EbbScott@gmail.com
19 JIM HOFFMAN, 408 Duncan Station Rd., McKeesport PA 15135 JHHOF@Verizon.net
10 PETER/CONNIE WOOD, 182 Blanchard Ln., Shulerville SC 29453 843-257-2151 69 sed subaru360@ZZorco.com
L* NICK STEVE KRUK III., 8212 Barton Club Dr., Austin TX 78735 512-306-5858 Nick.Kruk@bartoncreek.com
09 DAVID/FRIEDA BLOOD, 19310 W. MacFarlane Rd., Medical Lake WA 99022 509-299-5131 davidblood42@juno.com
10 ANDY CARO, 2444 Soundview Dr., Bainbridge Is. MA 98110 206-842-0711 70 pu andycaro20@msn.com
09 JOEL DREES, 350 Winnebago St., #309, N. FondDuLac WI 54937 920-923-1439

ST YEAR, SOMEONE FOUND A SUBARU KEY RING ON E-BAY FOR \$15. FROM THE
K - I CONTACTED THEM ABOUT QUANTITY SALES, AND FOUND WE COULD GET
ORDER OF 50 FOR ABOUT \$7.50 EACH. ABOUT 20 MEMBERS INDICATED ANY
TEREST AT THAT PRICE. THEN THE US \$ BEGAN TO DROP AS THE EURO WENT
, AND I STARTED LOOKING FOR A LOCAL PRODUCER OF PERSONALIZED ITEMS
O WOULD MAKE A SMALL ORDER FOR A REASONABLE PRICE. A COUPLE OF
NTHS AGO, I FOUND ONE HERE IN TUCSON WHO COULD MAKE THEM. I ORDERED
OF THE KEY RINGS PICTURED HERE FOR \$3. EACH. IF/WHEN ALL THESE ARE
NE, I CAN ORDER MORE.

THESE ARE FOR SALE TO MEMBERS FOR \$3. EACH, EXACTLY WHAT I PAID FOR
EM, + POSTAGE AND THE COST OF A PADDED ENVELOPE. THAT MEANS \$5.
FOR ONE, \$8. FOR TWO, \$11. FOR THREE, AND SO ON. SEND ORDERS TO:
ED PARSIL, 2341 S. Circle X Pl., Tucson AZ 85713

