

2341 S. Circle X Pl., Tucson AZ 85713

NEWSLETTER, VOL. XXX, No. 1

DECEMBER 2008

A NEW RECORD SALE PRICE FOR A STOCK SUBARU 360 - *OLD CARS WEEKLY* reported in their 8/14/08 issue that "a micro-comapct, this 1971 Subaru 360 coupe sold for \$8100. at Bud Ward's Denver auction." The photo shows a '69 or '70 360 white sedan which could have a '71 title if it was first sold that year. The car appears to be in showroom condition. It is by far the highest sale price we have seen anywhere for a stock 360 sedan. It actually sold for more than some 360s that are one-of-a-kind or have unique historical value! Thanks to members ED THOMPSON and ART PATSTONE who found this article and mailed it to me.

FOLLOW-UP STORY - there's a possibility that either the original Zatomobile or a clone of it may have sold for a much higher price recently, but I have not been able to confirm this. It sold about 6 years ago for \$8000. to a speculator in FL. Even if it did sell for more than that recently, this would be a "one-of-twelve" 360 and not a "one in many thousands" production sedan like the other one above.

GREAT NEWS FOR SEDAN RESTORERS (and other members who are Sedan owners): FIBERGLASS HEADLIGHT SURROUNDS are now available on order for \$60. a pair if you order 2 or more pairs, \$75. for a single pair - stronger material than the original, but the same contours! To order, contact Club member BOB SNIVELY, 516 S. 16th St., Richmond IN 47374 totallytubular@aol.com or 765-935-3746

AND ANYONE WHO NEEDS 2-3 GEAR SYNCHRONIZER RINGS FOR ANY SUBARU 360 can get in on a one-time special order for these! If 50 or more sets are ordered, the cost will be \$66. each (\$132. a pair) but if less than 50 sets are ordered the cost will be significantly higher. This is a project that has been in the works for several years, and many shops either showed no interest or wanted much more for the reproductions. If you need a pair now, or want to have a spare pair for future use, contact Club member TONY RISH, 61 Old Post Rd., Northford CT 06472 emestuzzi@earthlink.net or 203-484-4241

WINDSHIELDS: BILLY PAUL wfpaul1@aol.com is getting a 2nd order of truck/van windshields, if you want one get your order to him now. And MARK CORMIER azspud@yahoo.com has been working on getting sedan windshields made. If you were on Louis Guenneville's previous list or not, please e-mail Mark if you want to order one or more now.

MANY THANKS to JEAN & STEVE MCCARTHY for creating and printing this letterhead with another in their series of colorful 360s, and to KELLIE DEFRIES for printing the color pages in this mega-issue, and to *UNIQUE CARS MAGAZINE*(Australia) - its Editor, Chris Fincham, who kindly gave us permission to reprint *STAR IS BORN* in this issue, and member RON SPENCER in Australia who sent the article to us.



**THE MICRO/MINI CAR
WORLD MEET 2010
CHICAGO USA AUGUST 21-22**



CLOCKWISE: (1) KEEP THIS EVENT ON YOUR CALENDAR - SEE P. 2 OF 9/08 ISSUE FOR MORE INFO.



(2) 46 mph COASTER WAGON AT 2008 UNIQUE LITTLE CAR MEET (3) PHOTO WE SENT TO CONSUMER REPORTS IN 1986 TO CHALLENGE THEIR CLAIM THAT SUBARU 360 BUMPER COULD NOT PUSH ANYTHING LARGER THA A WATERMELON (4) THEY CAN TOW THEIR OWN WEIGHT TOO! (5) TOP: THANKS TO CAR GRAPHIC (Japan), 5/08 issue) BOTTOM: LOGO FOR KEN WEGER'S MUSEUM IN CRYSTAL LAKE IL (7) DECAL FROM DAVE HINTON (IA) on my van. Contact DAVE if you would like one.



Subaru 360 Wins Class in Liège-Brescia-Liège Rally



Two UK-based teams have taken first and second place in the Spirit 425cc Class of the Liège-Brescia-Liège microcar rally. Covering 2000 miles through Belgium, Germany, Austria, Italy and Slovenia, these little kei cars even conquered the Stelvio (not Kev's dream car, the Alpine road) and Gavia Passes of Italy, some of Europe's most grueling terrain.

Regulars know that this year marks Subaru's 50th anniversary, but 2008 is also the 50th anniversary of the Liège-Brescia-Liège. It was started in 1958 during the Suez Canal Crisis, which threatened to cut Europe off from its oil supply in the Middle East. In response, rally organizers wanted to prove that small, fuel-efficient cars could perform just as well as their gas-guzzling counterparts over Europe's most demanding roads (making it all the more disappointing that we're still grappling with the same oil issues today). The original allowed only cars 500cc or under, and the intense schedule meant almost three non-stop days of driving. The modern rally is a bit more leisurely - 10 days, and cars up to 1000cc are allowed.

Congratulations to Jane Puttock, James Ewing, Vic Sayer and Craig Lawson!



FASTRACK II. in shady parking spot



LEFT:
TERRY
CASSEM
hauls
his
hotrod
barstool
in his
350
pickup

RIGHT:
My
head
breaker
setup -
also
see
P. 376



*******Save the date!*******

29th Annual SW Unique Little Car Show **April 3-4, 2009** **Double Tree Inn and the Citadel Outlets** **City of Commerce, California**



Your Unique Little Car Show will be held in the center of the beautiful and popular Citadel Outlets -- situated behind an historic Assyrian Castle wall and within walking distance of the Double Tree Hotel.

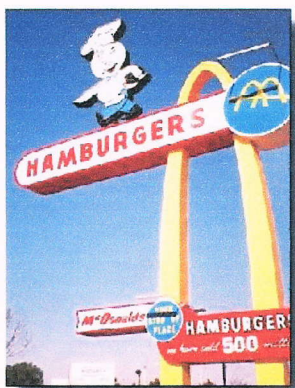


Saturday



Banquet brought to you by Ruby's Diner

Saturday Night



5-Mile Cruise to the oldest McDonalds Restaurant and Museum

Friday Night



2009 Host Club

Metropolitan Club of California Ltd.

*** * Registration Packet coming in January... Questions? Contact calif_metro@yahoo.com * ***

The Metropolitan Club of California Ltd
invites you to the



SCHEDULE OF EVENTS

FRIDAY, APRIL 3, 2009

Welcome and Pre-Registrants' Check-In

5:00 – 6:30 p.m.

Hospitality Room, Double Tree Hotel

5 Mile Car Run to the oldest McDonald's and Museum

6:45 – 9:00 p.m.

SATURDAY, APRIL 4, 2009

Car Placement Starts

7:30 a.m.

On-Site Participant Registration Available

7:30 – 8:30 a.m.

Hospitality Room, Double Tree Hotel

Car Show

9:00 a.m. – 3:00 p.m.

Citadel Outlets Parking Lot

Judging

11:00 a.m.

Free Time

3:00 – 5:30 p.m.

Banquet

6:00 – 10:00 p.m.

Citadel Outlets Community Room

CAR JUDGING

People's Choice ** Best in Class -

(5 – 9 in class -- 1st & 2nd place;

10 or more in class -- 1st, 2nd, & 3rd place)

Hard Luck ** Furthest Driven ** Furthest Brought

Nellie Gnepper Award (Best Engine Compartment)

Daily Driver ** Ruby's Choice ** Citadel's Choice **

Best in Show

Ballots for People's Choice Award must be turned in to the
information table by 1:00 p.m.

All other awards judged by committee.

Questions? Email calif_metro@yahoo.com

Cut on the dotted line and submit this portion with payment

HOTEL INFORMATION

Double Tree Hotel Los Angeles/Commerce

5757 Telegraph Road

Commerce, CA 90040

For reservations call: 1-800-222-TREE

\$85 single/\$95 double per night

Reference: Unique Little Car Show

Note: the above hotel rate does not include tax. Rates are good Friday and Saturday nights only. RV parking available.

**2009 SOUTHWEST UNIQUE LITTLE CAR SHOW
REGISTRATION**

Name _____

Street _____

City/State/Zip _____

Email _____

Chapter/Affiliation _____

Year/Make/Model of Car(s) _____

EVENT COSTS

Car Show:..... \$20 1st car; \$15 each add'l car
\$25 each if received after 3/30/09

Awards Banquet: \$20 Buffet Dinner

T-Shirt: \$12 each pre-ordered
\$15 at Car Show

Primary car entry 1 x \$20 = \$20

of add'l car entries _____ x \$15 = _____

of dinners _____ x \$20 = _____

of t-shirts _____ x \$12 = _____

S _____ # M _____ # L _____ # XL _____ # XXL _____

Total amount enclosed: _____

Mail check payable to: Met Club CA Ltd

C/O Jacqui Lopez

1975 Anaheim Street

Costa Mesa, CA 92627

No refund of registration fees after March 30, 2009.

By execution of this entry form, I/We hereby release 2009 Southwest Unique Little Car Show, Metropolitan Club of California Ltd, and the Double Tree Hotel, their officers, employees and anyone else connected with this event of all known and unknown damages, injuries, judgments, and/or claims from any cause whatsoever that may be suffered by anyone participating in this event or by any spectators.

Participant Signature _____

Date _____



PASTLANE

1958 - SUBARU 360

Subaru Ma

Words: Joe Kenwright. Pics: Paul Kane

Cheap and cheerful! Subaru's 360 was amongst the first K-class cars to arrive in this country (right). It's right in in the 360's cabin by today's standards (below).



Star is Born

Our fuel reserves may now be in better shape if we'd taken more notice of Japan's K-class cars

Tata's January 2008 announcement of an Indian people's car, the Nano, was greeted with such arrogance from the West that it bordered on paternalism. It seems that established automotive nations have forgotten all too quickly how basic and compromised any number of so-called 'people's cars' from the world's biggest manufacturers have been.

As mass vehicle ownership impacts on global fuel reserves and climate, it must be said that the Nano is more of a vehicle for its times than many "live today, tomorrow we die" efforts still emerging from mainstream auto manufacturers.

It's also significant that the Nano's manufacturer has just bought automotive icons Jaguar and Land Rover from Ford which could no longer afford to hang

onto them. In this topsy-turvy world of declining fuel reserves, struggling automotive greats and a new order of manufacturers, no single company can afford to take the future for granted.

As more Australians not only face unsustainable fuel cost increases, there is also the potential for fuel rationing within the next decade. Sooner rather than later, world authorities will be forced to prioritise between using and recycling the world's dwindling oil supplies for essential goods and services over burning it up for indulgent personal mobility.

The reality is that a quick survey of Australian peak hour traffic (as for most other developed nations) would show that a Tata Nano could just as easily satisfy Australian commuters as a full-sized

vehicle. Remove easily-accessed and affordable fuel and the Nano could all too easily become the cool vehicle choice for its Western critics, compared to walking.

It's in this context that the achievements of the Nano and vehicles like the 1960's Subaru 360 must be viewed. It can also be humbling to recall some of the established industry's mass market vehicles before judging the efforts of emerging nations.

Ever driven an original 1920's Austin ?? Although it was slow and basic, it could certainly arrange a meeting with your maker faster than most of today's vehicles. The Model T Ford was little better. Even compared to their contemporaries, both were far more compromised than the Nano.

HUMBLE BEGINNINGS

Subaru has its origins in the Nakajima Aeronautical Research Laboratory founded in 1917 by Chikuhei Nakajima. After this led to the deadly Zero fighter plane, occupying forces split up the company's 12 divisions following WWII.

Five of these divisions were later consolidated under Fuji Heavy Industries before a new car-making arm emerged

from this conglomerate in 1953. The Japanese word for the six star Pleiades cluster in the Taurus constellation gave Subaru its badge and name.

The company's first Rabbit motor scooter was built from leftover aircraft parts hence the precision engineering that became a Subaru hallmark. Although Subaru developed a modern unitary construction sedan in 1954, funding dried-up before a sales network could

be established placing Fuji's automotive ambitions on hold for another four years.

When Japan's new K-class provided the perfect context for Subaru's weight-saving aviation background, Subaru never looked back after the 360's successful 1958 debut.



Similar in concept and looks to another 'people's car', the Beetle, 360 with suicide doors was pretty quirky even for its time.



I OWN ONE!

Our featured Subaru 360 is owned by West Australian Peter Briggs and at the time of writing was on display at the Fremantle Motor Museum, which faced closure due to the non-renewal of its lease on the heritage-listed building at Victoria Quay. According to the Museum, it is one of 35 cars imported to Australia from 1960-64 and one of a handful that survive Down Under. In America they were known as 'jelly bean' cars because of their very bright colours, although this one has more subdued paintwork. While it has seen better days, the quirky little Subaru with its air-cooled, rear-mounted engine still gets along at a reasonable pace, despite just 16bhp (12kW).

air feeds to the engine cooling fan and air cleaner missing on the featured car.

Early models required drivers to mix their own fuel hence a fuel tank cap that doubled as a measuring cup. These early versions had headlights that looked like paint tins attached to the front guards hence the nickname 'ladybird'. The basic dash was not unlike an early Fiat 500 while storage was under the rear seats as the spare wheel and battery filled the front. Despite the 360's tiny 10inch wheels, the ride was surprisingly smooth with a reasonable balance of economy and performance from its 15-18kW engines.

The first facelift in 1963 added the recessed headlights of our featured car and more elaborate interior while the 1967 upgrade added a self-mixing 'Subaramatic' fuel system. A bigger

422cc version called the K212 Maia, which arrived around the same time as the first styling upgrade, was exported to Australia and the US. Although sportier twin-carburettor SS versions with sports stripe options followed, the Honda Scamp's 1966 arrival in Japan marked the beginning of the end.

By 1970, Subaru had face-lifted the 360 with the boxier R-2, a model replaced by the more modern Rex in 1972. It would take until 1982, a wait of almost 20 years before the baby Subaru returned to Oz as the second Rex series badged as a Sherpa at a time when Daihatsu and Suzuki were also actively selling various 'K-cars', including the Suzuki Mighty Boy.

The Subaru 360 enjoys particular notoriety when a half-serious attempt to sell it in the US almost succeeded. Malcolm Bricklin, infamous for his Bricklin sports car, ran a chain of successful hardware stores which underpinned a clearance sale of liquidated Lambretta

scooters. After replacing the Lambrettas with Rabbit scooters from Subaru, Bricklin took on the 360 passenger car when Subaru left the scooter business.

At two-thirds the price of a VW Beetle with half the running costs and similar performance, the Subaru 360's exquisite quality and quirkiness helped generate 10,000 exports. That was before a US consumer body slammed a 2000kg Cadillac into a Subaru 360 leaving Americans predictably shocked by the results. Sales stalled and rumour has it that remaining stocks had to be dumped in the ocean.

It is no coincidence that Indian families faced with the prospect of abandoning rickety human-drawn rickshaws, cumbersome bullock drays, overloaded buses, three-wheeled scooter cars and motor scooters used as five-passenger family transport, are drawn to the Tata Nano like a moth to a flame.

In 1969, no one questioned whether the Cadillac at five times the weight of the baby Subaru, was the guilty party that should have been shoved into the sea. As an indicator of how much the landscape has changed, a similar consumer test today is more likely to generate a call to ban the Cadillac. ■



MORE ON BRAKES: I recently changed the front brake pads on Anita's Toyota Echo - for the first time - at 115,000 miles - and they would probably have lasted another several months. I took off the rear drums to see if the shoes needed replacing, and the linings were about 1/16" thick, so I bought a new set of shoes. Amazingly, the rear shoes on a 2200-lb Toyota Echo have less contact area than a 925 (sedan) or 1200 (van) lb. Subaru 360! So if you wonder if those little brakes on your 360 are adequate, the answer is YES.

Unfortunately, the drums on the Echo are about 1/4" larger in diameter than the 360, so the Echo shoes cannot be adapted to a 360. But here are the measurements of the LININGS:

WIDTH: Echo, 1" 360, 1 1/8" THICKNESS: Echo, 1/8" 360, 5/32"
The 360 rear lining is both wider (by 12.5%) and thicker (by 25%) than the Echo! Not only that, but half the lining was left on the Echo rear shoes after 115,000 miles. No wonder I had no problem getting 125,000+ miles on the rear linings on my 360s!

No comparison is possible on the front brakes, because the Echo has discs. Since the front brakes do the lion's share of the stopping, I have found that 360 front shoes need to be replaced or relined about every 40,000 miles.

ANOTHER WEATHERSTRIP OPTION FOR SEDAN REAR QUARTER WINDOWS: DARRELL SMITH recently purchased Chevrolet truck door weatherstripping (early '70s) for his rear quarter windows and it worked nicely. It was \$50. for a kit for both truck doors, but you only need one piece to install both Subaru quarter windows. If you need this kind of weatherstripping and are the first to call Darrell you can buy half a kit. If it's gone, find another 360 owner near you who needs this and split the cost and the material with them. But in any case, if you want to know more about this installation, call or e-mail Darrell dst55850@comcast.net

ANOTHER THING THAT CAN MAKE YOUR SUBARU 360 CARBURETOR OVERFLOW: I've seen this happen before, but not in recent years - because very few Subaru 360 carburetors still have the original cork gasket under the float bowl cover. One member recently found this on his:
The cork gasket tends to wrinkle as it ages (like all of us) but when it wrinkles downward and hardens that way it can stop the float from rising far enough to shut off the needle/seat valve in the float bowl cover. One way to fix this, if the edge of the gasket where it is compressed by the cover is still good, is to cut the hole in the center to a much larger size. If the gasket extends 1/4" into the bowl all around, it will still work just fine, and can't wrinkle enough to hang up the float. Another solution is to make a new gasket out of gasket stock available at any auto parts store. Get the black, gas-resistant high temperature material with a thickness of 1/16". I use an x-acto knife to cut the shape and a leather punch for the holes. If your old gasket is too bad to use for a pattern, use the bowl cover with the needle/seat valve removed as a pattern.

A NEW PRODUCT THAT MAY HELP UNSTICK AN ENGINE STUCK FROM LACK OF USE:
I just got a press release from BRT Tech Corp. on "Engine Release" which they say is money-back guaranteed to dissolve the corrosion between your pistons and cylinder walls. It's \$19.95 for a 250ml can (about 1 cup) which is several times the price of Liquid Wrench, but if Liquid Wrench fails, the website is www.engineerelase.com

MORE ON PROBLEMS WITH "OXYGENATED FUEL"

For many years, Tucson has had "funny fuel" laced with ethanol in winter months only, so I could get the good stuff locally 6 months of the year, and in the winter I would take 6 5-gallon cans with me to a station 30 miles from home that had pure gasoline all year round.

Last winter I drove to that station, only to find out that the boundaries of the funny fuel area had been expanded, and that station was now in it. So I drove another 20 miles and managed to get pure gasoline at the more distant location for the rest of the winter. So far, so good.

We took a trip for the first 3 weeks of September, and I forgot to fill up with summer gas in my 360 van before we left. By the time we got back, the ethanol blend was the only thing available in town, and I was afraid I would not have enough gas left for the 50 mile trip to get the good stuff. So I did the easiest thing, I filled up locally, and regretted it almost immediately.

Besides the usual downsides of reduced power and poorer gas mileage, I began having the problem I had forgotten since 1995, the last time I used ethanol mixed fuel. If I drove more than 10 miles or so, the fuel would boil in the carburetor when I shut the engine off, creating a "flooded" condition in the engine and making it difficult to restart.

By holding the gas pedal to the floor, and trying several short burts on the starter, I could always get the engine to start, but it was a definite nuisance. This problem is much worse in sedans, where the carburetor sits right above the muffler. The heat from the muffler can cause even the best pure gasoline to boil when it's over 100 degrees out, unless you make a baffle above the muffler to divert the direct heat, and prop the engine hood partially open for extra ventilation when you stop for an errand with the engine hot.

This condition is much worse with ethanol blended fuel. In the sedan I had in 1995, even with the baffle, the fuel would boil when I shut off the engine even at much lower temperatures.

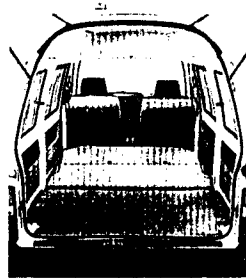
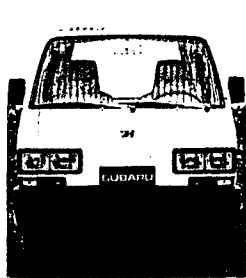
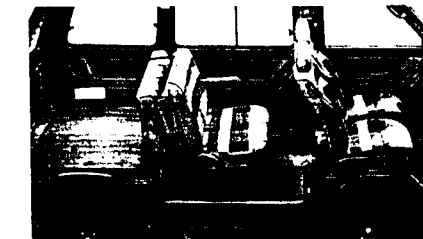
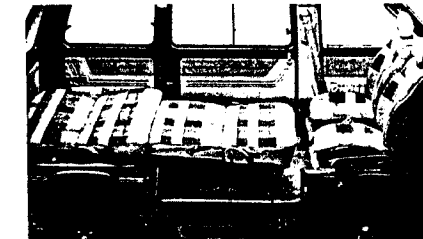
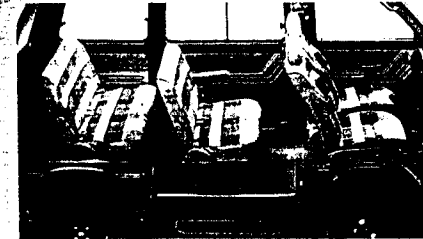
With the van, I have never had a problem with the gas boiling when using pure gasoline. But with the ethanol blend, the problem persists at any temperature above about 80 degrees (normal here until November). So I'm off to fetch 6 cans of pure gasoline 50 miles away.

On our trip during September I found that most midwestern States offer pure gasoline as REGULAR UNLEADED and ethanol blend as MIDGRADE or UNLEADED PLUS. If you live in any of those States, be sure to use the fuel WITHOUT any ethanol in it - even where the ethanol blend is less expensive.

If you live in a location that requires "oxygenated fuel" for all or part of the year, pure gasoline is generally available at marinas, because many outboard engines do not function well with ethanol, especially if they are 2-stroke engines. Unfortunately, there are NO marinas in this corner of the Sonoran Desert!

Your local gas station owner or manager should know what your local regulations are on fuel, and what is mixed into the gasoline available at that station. See the first article on P. 354 if you want to test your gasoline to see what you are really getting.

ANKS TO CLUB MEMBER STEFAN ROSAN IN GERMANY WHO SENT US THE BROCHURE FOR THE SUBARU LIBERO 1200 ALLRAD, e newer big brother of our Favorite Vans. Photos below show several views of this 4wd vehicle, and the lumn on the right shows the FIVE different ways that owners can arrange the seats!



Man sieht es dem Libero kaum an: Aber nur wenige Handgriffe machen aus diesem Multitalent einen geräumigen Lieferwagen, der in Anschaffung und Alltag äußerst wirtschaftlich ist.

Beide hintere Sitzbänke sind umklappbar. So entsteht bei Bedarf ein Laderaum von 182 x 122 x 115 cm mit ca. 2.500 Litern Volumen.

Der millionenfach bewährte Allrad-Antrieb von SUBARU macht den Libero auch tauglich für Fahrten auf unbefestigten Wegstrecken. Ganz gleich, ob Sie Ihren Libero beruflich oder für Ihre Freizeitambitionen nutzen

HOW ABOUT SOME HELP FOR TWO OF OUR LONG-TIME SENIOR MEMBERS?

CHARLES KEPLEY will lose storage for his Subaru ff-1 in January 2009. He would like to find one with a decent (rust-free) body before that, or sell the one he has for all the good mechanical parts that are on it, including the engine. You can write to him at:
CHARLES KEPLEY, 7225 N. Oketo Av., Chicago IL 60631 - OR -
phone him at 773-631-2346 (Chicago) or 704-636-0498 (Salisbury NC) or 312-513-3311 (cell). Charles does NOT have e-mail.

FRED JOHNSTON has been collecting special interest cars and parts for 55 years, including many Subaru 360s. His multiple health problems require that he sell all of these to other collectors of unique vehicles, and do it soon. The 360s are parts cars, but still have some good parts left. Fred bought a semi load of new 360 parts in the '70s, most are gone but he still has some. He recently found the "3-D photo" that a lot of dealers once had, and would like a 360 Club member to get it. You can write to Fred at:
FRED JOHNSTON, 830 Tuckerton Av., Temple PA 19560 - OR -
phone him at 610-939-9593. Fred does NOT have e-mail.

RELIABILITY: When you are driving your Subaru 360, you will inevitably get questioned by many onlookers who have no idea what you are driving. I always tell the same true story - we bought our 360 van in February 1975, when the price of gasoline had soared to (gasp) 45 cents a gallon! I thought it would be practical, and Anita thought it was cute.

We still drive it every day, and still get 40-45 mpg with it. We could drive it for a penny a mile in 1975, and now it costs a dime a mile (with gas at \$4.) but it's still more economical than most vehicles on the road.

Lots of folks ask how reliable it is in daily use. I can truthfully say that this 360 and the others we have had are the most reliable vehicles we have ever owned. But I pull the questioners' legs with the following statistics:

We have NEVER had to do a valve job on a Subaru 360 - work that I have done on dozens of other cars I have owned.

We have NEVER had a timing chain fail on a Subaru 360, but this did happen on one Nash and one Ford we owned.

We have NEVER had a water pump fail on a Subaru 360.
We have NEVER needed to have a radiator cleaned or repaired on a 360.
We have NEVER had a radiator hose or heater hose fail on a Subaru 360.
We have NEVER had a freeze plug corrode and leak in a Subaru 360.
All of these have caused problems on other cars we have owned.

We have NEVER needed to replace an accelerator pump plunger or diaphragm in the carburetor of our Subaru 360, although nearly all the other cars we have had required these parts periodically.

We have NEVER needed to replace a vacuum brake booster on a Subaru 360, but we have on several other cars we have owned.

We have NEVER had to replace an air conditioner hose or compressor on a Subaru 360, items we have had to replace on several other vehicles.

AND THE LIST COULD GO ON - AND ON - AND ON!

I HAVE HAD ZERO RESPONSE from anyone willing to take over publication and mailing of the printed version of the Newsletter. Please talk to other members near you and see if you can form a group to do this! We are encouraging those with e-mail to switch to the e-mail version, which will arrive sooner than the printed version - and when articles are in color in the original, they will be in color in the e-mail version but we still can only printe them in b/w in the mailed version.

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 FREE: Project Subaru 360 van, straight & rust free, all glass good, 2 1/2 engines, body off, needs reassembled. Come get it SOON and it's yours. Otherwise I will have to scrap it. KEN WALKER, 500 Hackberry Av., Mission TX 78572 956-585-3572 drugstorecowboy@att.net

CAR FOR SALE: 1970 Subaru 360 sedan, runs, complete, titled & registered in IA, less than 15,000 miles. Family health forces sale. Will only sell to Club member, \$1600. JAY HINKHOUSE, Ames IA. 515-232-9467 (leave message) or jhinkhouse@crosspaths.net

CAR FOR SALE: 1970 Subaru 360 pickup, custom special canvas cover, rear seat, 13,472 miles, always garaged, leather seats, tow package. michelin tires, CA car. CHUCK FINKELSTEIN, Studio City CA 818-761-0970

CAR FOR SALE: 1970 Subaru 360 sedan, runs & drives, asking \$1750 or trade. Ron Borrink in GA 423-275-1157 rborrink@gill-industries.com e-mail him for link to photos (non-member ad)

CARS FOR SALE: 1970 van, runs, needs some work, \$1500., 1968 sedan, 3-speed, needs rings and brake work, \$800. ERIC STEVENSON, Hammond IN - for info call evenings 219-836-8988

CARS FOR SALE: 3 360 sedans - 1 driver, (needs interior) - 1 driver (in pieces) - 1 parts car. Many extra parts, books, literature etc. \$3450. for all. DAVID GUNN (CA) ccgunn1010@hotmail.com 530-893-5144 Pix: <http://www.flickr.com/photos/dgunn/sets/72157604090386906/>

PARTS CARS & PARTS FOR SALE: 7 360 sedans, 5 have been stripped for usable parts which I have stored - need to sell all of them, either as a package deal or individually. MYRL FAIRBROTHER, 23943 63rd St., Royalton MN 52373 320-584-5388 (no e-mail, send want list & SASE)

PARTS FOR SALE: New Subaru 360 Van or Truck replacement windshield weatherstrip \$25. + postage. Reproduced Dome lite lens \$25. New truck/van windshields should arrive soon, reserve yours now. 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, 230 N. Maple Av. B1 #147, Marlton NJ 08053 balpert2000@gmail.com

PARTS FOR SALE: New & used Subaru 360 parts, factory tools for ff-1 & later, new & used auto lit., die-cast 360, Club key rings just \$3. each + postage; 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/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 FREE: Snow tires, good tread, you pay postage. CHRIS WHITE, 64 Slocum Rd., Dartmouth MA 02747 508-994-1237 cwfordham1@comcast.net

WANTED: Subaru 360 ignition switch, complete, tool #921 270 000; complete Nippon-Denso distributor, or even one without cap & rotor. JUANITA KANIPE, P O Box 224, Rosiclare IL 62982

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

WANTED: Van parking brake cables. Buying Subaru 360 parts, don't throw them away, contact me first. ERIC STEVENSON, 1048 Ridge St., Hammond IN 46324 219-836-8988 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 pickup in restorable condition. Engine need not run. Have '70 van apart - possible trade. MIKE CHICCONI, 537 Oswego Av., Fresno CA 93722 chicconi@comcast.net

WANTED: Upper hinge for lift-gate for Subaru 360 van. HECTOR LUGO, 512 E. 145th St. #4D, Bronx NY 10454 646-703-7060 Helenmaisonet@aol.com

WANTED: For Subaru 360 van - front park/turn light assy., complete; both brackets 657 221 080 & 090 for engine door, both brackets 664 002 010 rear seat to floor, back up lens, shifter knob, both pedals with rubber covers, Hitachi distributor cap & rotor, H-639 lock cylinders and key for driver's door and ignition switch. BRUCE YOUNG, 167 Inverness Way, Alameda CA 94502 510-814-6582 byoung@berkeley.edu

WANTED: Subaru 360 sedan in or near FL, restorable OK, Blair 407-591-2149 stereos4cars@audiofashion.com (non-member ad)

WANTED: Subaru ff-1 or parts, especially heads. Dale Ice, Box 302, Point Arena CA 95468 daleice@mcn.org (non-member ad)

DEADLINE FOR CLASSIFIED ADS FOR NEXT ISSUE - JANUARY 15, 2009 - send to ED PARSIL, 2341 S. Circle X Pl., Tucson AZ 85713 subaru360nut@aol.com

2 more tips from members:

MARK HATTEN RECOMENDS THE FOLLOWING FOR SUBARU 360 TRANSAXLES -
70W-80W REDLINE MTL Synthetic oil

2 4 oz. bottles of REDLINE SYNTHETIC FRICTION MODIFIER
(made for Limited Slip Differentials).

JON CHOMITZ HAD A PARKING BRAKE CABLE BEAUTIFULLY REBUILT BY
George Martin, 1510 King St., Lebanon PA 17042

AND IF YOU HAVE ANY UNIQUE MINICAR OR MICROCAR BROCHURES, MANUALS,
ARTICLES, ETC. - KEN WEGER HAS ESTABLISHED A NEW RESEARCH LIBRARY ON
THE SITE OF HIS MICRO/MINICAR COLLECTION, 3515 Oak Ridge Rd., Crystal
Lake IL 60012 - 815-459-5005 knsweger@mc.net If you have items you
would like to contribute, contact Ken and let him know what you have.

FINALLY, BECAUSE THE PIX OF OUR FAVORITE VEHICLES THAT NEVER GO OUT OF
STYLE shown with people whose '60s clothes have long gone out of style
were such a hit last issue, here's another thanks to MARK JUSTESEN.

