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NEWSLETTER, VOL. XXX., No. 2

MARCH 2009

TWO PREVIOUSLY UNPUBLISHED ARTICLES INSIDE - P. 3 features long-time member KEN WEGER who had the ribbon-cutting on August 23, 2008 to open the *SMALL WONDERS MICRO/MINI CAR MUSEUM* in Crystal Lake IL - visit it when you can! Ken is also hosting the MICRO/MINI CAR WORLD MEET on August 20-21 2010. See past and future issues for more on this event! P. 5 is another good article from an Oklahoma paper, and I wish I could remember who sent it - if it was you, e-mail me so I can give credit.

LESS THAN A YEAR AGO I WAS MAILING ABOUT 430 NEWSLETTERS and e-mailing 6 each issue. By September 2008 about 50 members had agreed to accept their Newsletters by e-mail. In December I sent that mega-issue and new Roster to everyone I had e-mail addresses for, and printed copies to everyone else. This cut the mailed copies to about 300, with about 150 getting the e-mail version. I hope I have both lists correct for this issue and you receive this Newsletter in the form you want it. If not, please e-mail me and I'll change you to the other list. Printing and mailing 30% fewer Newsletters reduces both our Postal and Production costs, and hopefully we can balance the budget in 2009.

It is just as important that we have your correct e-mail address as it is that we have your correct mailing address - so if you have a change, please let me know so we can keep the roster accurate and not have a lot of e-mails "bounce" because the accounts are no longer active.

Some members have asked if there is an extra charge for receiving printed Newsletters. There is not. I hope that once the annual income exceeds the expenses we can actually offer a reduced rate of annual dues for those who opt for e-mail. That will be up to whoever takes over the Newsletter and finances later this year.

WE STILL NEED A GROUP OF MEMBERS within a close geographical area to volunteer for these functions - or one member who is retired could handle it if he/she has a lot of time available. If you would consider taking on these responsibilities please e-mail or write to me.

I hope to see a lot of you at the 29th annual SOUTHWEST UNIQUE LITTLE CAR MEET in Commerce, CA on April 3-4. Complete details are in the Dec. 2008 issue, P. 2 - get your reservations in by March 1!

IF YOU ARE HOSTING (or know of) A MINICAR EVENT ANY TIME THIS SUMMER, please e-mail me the info (dates, location, contact person) by April 15 so we can include it in the next Newsletter.

Sincerely, on both cylinders,

IN MEMORIAM: FRED JOHNSTON

Last issue I published a plea for members to help Charter Life Member Fred Johnston in Temple PA keep his collection of Subaru 360s from the crusher. The last letter Fred wrote me was in early September. When the December issue came out, several members did try to contact Fred, only to find out he had passed away later in September.

30 YEARS AGO, THERE WAS NO SUBARU 360 DRIVERS' CLUB, just a group of about 2 dozen Subaru 360 nuts who had met through ads in HEMMING'S MOTOR NEWS and kept in touch by mail. We had originally kept in touch by phone until the phone bills began to exceed our grocery bills. Fred Johnston was one of the 2 dozen. He had purchased 7 tons of Subaru 360 parts, a whole semi-load, from Penn-Jersey Subaru, the regional distributor of Subaru parts, in the mid-'70s.

I went to visit Fred one day in the summer of 1979. I was looking for a windshield because the one in my sedan had been vandalized. Fred had no windshields, but he had a stack of about 50 new windshield rubber gaskets lying on the ground in the original plastic bags, out in the middle of a wooded acreage he owned. There were many brand new 360 body parts, including fenders, hoods, doors etc. - and 3 of a body part I had never seen before, a panel that covered the rear 2/3 of the right side of a 360 van, with no cargo door in it. These were for the "4-door van" which I had never seen except in photos, unlike the "5-door van" which has 2 doors on each side and a rear hatch. Those 3 panels are still right where they were 30 years ago, you can see them in pix that Steve Michelsen has posted on the Club website.

In addition to the large parts out on the ground, Fred had a school bus, a Corvair van, and several sheds full of 360 parts. I spent the whole day with him, helping him identify parts that had no numbers on the packages or were in there loose. Fred sold his 360 parts using the 1970 parts price list from Subaru, far below Subaru dealers' inflated 1979 prices. He was a real hobbyist. The windshield gasket I bought was \$18.16 if I remember right. I had \$140. with me, I spent it all and could have spent at least 3 times that in my quest to stockpile one of every 360 part that could wear out or break.

Surrounding the parts repositories were about 100 unique little cars, including at least a dozen Subaru 360 sedans being parted out. Several of those are still there. Steve Michelsen in NJ took some photos which you can find on the Club website. Steve also was able to buy some leftover Subaru 360 parts from Fred's daughter.

10 years ago I visited Fred again, on a trip to NJ. I thought he had sold all the 360 parts, but there were still some left and I bought another \$700. worth of small parts that would fit in a couple of boxes in the trunk - ignition & brake parts mostly, to keep them available for Club members. Fred had already suffered 2 strokes, and was not up to filling a lot of individual parts orders any more. All those parts have already gone to member who needed them.

Fred was concerned then that when he died everything in his wooded lot would be towed out and crushed. At last reports that has not yet happened, but it seems inevitable. If you are interested in recovering one or more of Fred's vehicles, please contact Steve Michelsen in NJ stevenm@optonline.net and he can help you contact Fred's daughter.

I will always remember Fred as one of the most unforgettable characters I have ever met - a true car enthusiast, a unique man, a good friend.

Crystal Lake man plans micro-car museum

By Jim Butts
AP Exchange

CRYSTAL LAKE, Ill. — Only the mailbox decorated to look like a car hints of the automotive treasures hidden deep within Ken and Sylvia Weger's rural seven-acre property. Down a long, winding driveway at the Wegers' Crystal Lake home stands a giant workshop/garage that Ken calls "the barn." Inside, Ken Weger has gathered dozens of the smallest cars ever built.

"It's the best-kept secret in Crystal Lake," Weger said.

Weger, 59, is in the midst of creating a private museum dedicated exclusively to "micro-cars."

Such cars, mostly built in Europe, are defined by their small size and small engines. Many of them are smaller than golf carts and go-carts. Some are no bigger than a lawn tractor.

Weger has loved cars since he was a child. When he was younger, he would sit in his yard and identify the make and model of vehicles as they drove down his street.

"I really was interested in cars since I was old enough to walk," he said.

Weger now has a fascination with micro-cars and has dedicated much of his retirement to collecting, repairing and restoring the tiny vehicles.

His collection stands at about 85 vehicles.

"I don't mind what he does," Sylvia Weger said of her husband's passion. "I wish I was as passionate about something in my life as he is about his cars."

"He thinks about cars from the time he gets up to the time he goes to bed."

Ken Weger was the primary organizer of a successful micro-car meet-up in 2006 in Crystal Lake. The event attracted a few hundred micro-car enthusiasts and curious onlookers.

Weger has received approval from the Crystal Lake City Council to hold another meet-up in 2010. He hopes to draw an even bigger crowd for the tiny cars. He also hopes that residents will stop by and enjoy the charm that he feels for the miniature cars.

"Our motto is more smiles per mile," Weger said.

It's hard not to smile when walking through Weger's barn and examining the almost toy-like collection of micro-cars coming in every design imaginable from bullet-shaped racers to a vehicle with a frame constructed out of the belly of a plane.

Each of the cars has its own story and place in history, such as a group built specifically for invalid veterans returning from World War II.

"It's a part of motorist history that's been saved," Weger said.

With gas prices rising in recent years, both con-



Ken Weger, of Crystal Lake, Ill., is seen at his home Oct. 22, 2007. He is an enthusiast for micro-cars such as this 1952 Eshelman, he cites as the smallest American car ever built. ASSOCIATED PRESS/JUSTIN RUNQUIST

sumers and the auto industry have given smaller model cars more attention.

To Weger, such efforts are long overdue. Some of the decades-old cars in his collection are electric-powered: Others get more than 100 miles a gallon.

"The technology has been there," he said. "It's just we've now chosen to use it."

A good example of that technology is the prize of Weger's collection a fully restored 1960 German-built Messerschmitt Tiger, built by a former military aircraft manufacturer.

"They put their heart, soul, blood and sweat to give people transportation and get them out of the rain," he said of the car, which seats

two people like the cockpit of a plane

A veteran of the U.S. Navy, Weger worked for 35 years at storage-box supplier Knaack before selling the company with five other part-owners in 2000. Now retired, he has the disposable income and time to create his collection.

Ken Weger said he had

no plans to ever stop collecting micro-cars. Weger's museum plans call for a 15,000-square-foot, two-story building on his property. The building will include room for what Weger hopes will become the world's largest micro-car reference library. The building should be ready some time this spring.

THANKS TO GEORGE CHRISTOFF FOR THIS PAGE

SPEEDOMETER AND INSTRUMENT CLUSTER REPAIR:

Chances are that at least some of the tiny colored plastic lenses for the turn signals, high beams, oil light and charge light have fallen to the bottom of your instrument cluster, leaving a bare bulb shining through the hole where the lens(es) used to be.

Apparently the quality of adhesive used to secure these little pieces of plastic in place did not measure up to the excellence of the mechanical engineering of our Favorite Vehicles, but was selected by the same committee that chose the original upholstery materials.

The speedometer cluster in Subaru 360 sedans is easy to remove and is held together with screws, so that it can be disassembled on the bench and the plastic lenses can be reglued in their proper locations. My adhesive of choice for this purpose, through the years, has been Krazy Glue - and I have yet to find a lens that fell off a second time when this was used according to directions.

While you have your sedan speedometer cluster apart, it's a good idea to do a little preventive maintenance. Oil the odometer gears and the inside of the tube that the speedometer cable assembly screws into. Remove each of the bulb holders and remove any corrosion that has built up through the years, to assure good contact for the hot wire and ground. Clean the little tangs that the wiring harness attaches to. A small brush in a dremel tool works well for this cleaning process.

You can also check the preload on the speedometer needle, by chucking up the squared (top) end of a short piece of old speedometer cable core in your 3/8" reversible drill. Put the drill in reverse, insert the cable core into the socket that the cable core normally goes into, and run the drill at full speed (1000 rpm). If the needle shows 60 mph, it is correctly preloaded. If it reads higher or lower, adjust the preload a little at a time until the reading is correct. This assumes that your drill is in good condition and runs at the normal wide-open speed of 1000 rpm.

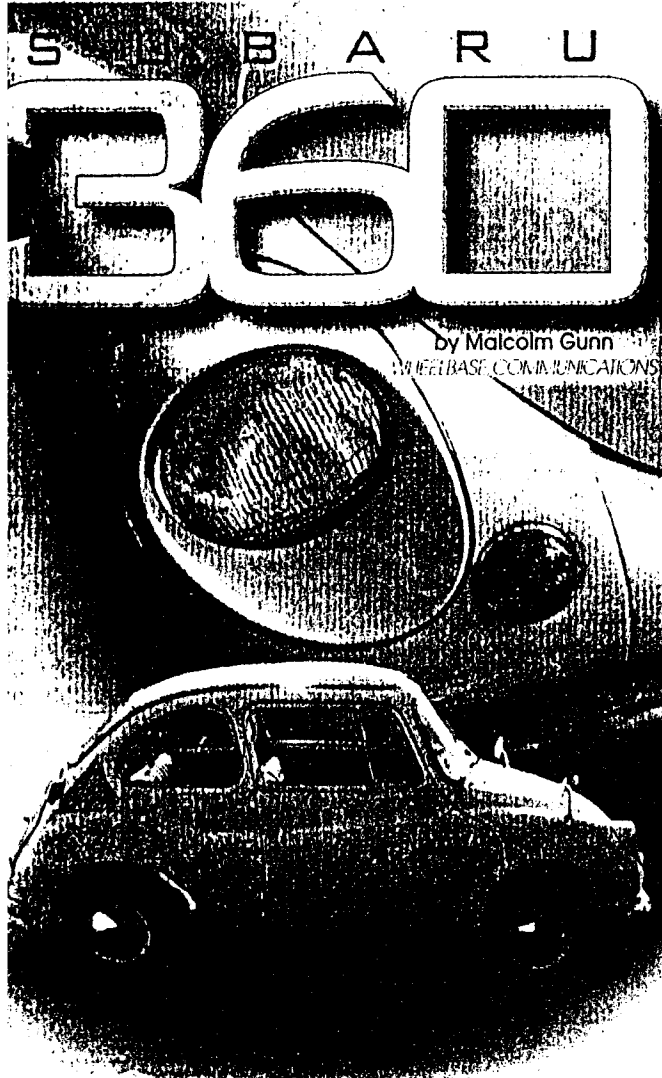
While a sedan instrument cluster is open, it is also very easy to reset the odometer for any number the owner desires. Remember this if you are tempted by claims of "low mileage" on a sedan listed for sale, especially by a dealer or "flipper" of collectible vehicles!

Replacing the plastic lenses on truck/van instruments is considerably more difficult. While the instrument clusters are relatively easy to remove from the dash panel, they are sealed together with crimped bezels. The only way to get inside is to use a small-bladed flat screwdriver to expand the bezel from the back of the instrument. This takes time! The metal will stretch until the bezel can be pulled off from the front, but it takes hundreds of little mini-twists of the screwdriver to expand the bezel evenly, all the way around, before it is ready to come off. Patience is essential.

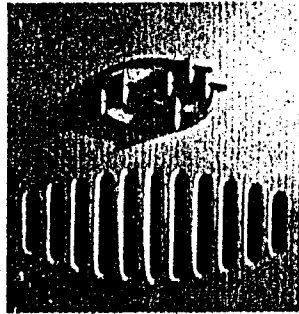
Once the bezel is off, you can do the same repairs in the same way as outlined above for sedan instrument clusters. Be sure to clean the back side of the main clear lens before reassembling. Reassembly is in reverse order, and the bezel must be re-crimped as carefully as it was stretched for removal. But this is a job you should only need to do once on any 360, so take your time and when the clusters are installed in the dash again, they will look like new.

FINELINES

SUBARU 360



If nothing else, this quirky runabout highlighted the differences in driving culture between Japan and North America.



was Malcolm Bricklin, an ambitious Philadelphia native who would eventually earn even greater infamy as the creator of the plastic-bodied Bricklin sports car.

It was Bricklin and his partner, Harvey Lamm, who chose the teeny Subaru 360 as the vehicle to begin their careers as automotive moguls. And, at a very quick first glance, their idea of bringing the 360 to the United States might have seemed like a good bet.

The micro-class Subaru 360 — the Subaru name means “unite” in Japanese, and the numbers represented the size of its two-cylinder, two-stroke engine in cubic centimeters (c.c.) — was actually considered ground-breaking in its homeland. After the Second World War (1939-’45), the governments of many countries, including England, France, Germany and Italy, attempted to revive their automobile industries as a way of creating employment, rebuilding moribund economies and literally getting their citizens moving again in the most basic of vehicles. The Morris Minor, Citroën 2CV, Volkswagen Beetle and Fiat 500 were prime examples of long-term post-war automotive expansion.

In Japan, the government supported factories in the development of an inexpensive “people’s car” that would be priced within reach of most families.

It took a while, but the Subaru 360 was the first of what would become a number of such autos patterned after this formula. Built by the Nakajima Aircraft Company (later to become Fuji Heavy Industries), the four-seater arrived in early March of 1958 and quickly gained favor in its homeland. Not only was it cheap to buy, the 360’s 16-horsepower air-cooled two-cylinder, two-stroke

Most imported small cars have managed to find some kind of niche with buyers looking for economical and affordable transportation. The Subaru 360 just wasn’t one of them.

In hindsight, the Japanese-built two-door sedan was not well-suited to North American travel and if it hadn’t been for a budding entrepreneur, it never would have been sold here. The original importer

powerplant, mounted VW-Beetle-style in the back, ran on a bare minimum mixture of gasoline and oil.

Other Beetle-similar components included its monocoque (frameless) construction, four-speed manual transmission with floor-mounted shifter and swing-axle-type independent rear suspension.

Despite a favorable power-to-weight ratio, the 360 was by no means lively. The car’s absolute top speed was 50 m.p.h. and required close to 40 seconds to reach from a standing start. With a full load, exceeding 40 m.p.h. was a questionable proposition.

In its home market, the 360’s attributes far outweighed its drawbacks and it sold well. It even acquired the nickname Ladybird from its styling that reminded people of a ladybug. Throughout the 1960s, more models were added to the line, including a convertible, wagon, van and truck.

With its popularity in Japan assured, it’s no wonder that Bricklin and Lamm thought the cute little car had a chance of developing a cult following in the United States, regardless of the different needs of buyers in the two countries. The pair formed Subaru of America and 360s began arriving by boat in 1968. By that time, the partners had signed up a small dealer group and began shipping cars.

With a list price of around \$1,300, the 360 was about \$500 cheaper than the Beetle, at the time the undisputed import sales leader. Another selling feature, it was hoped, was its advertised 66 m.p.g. (maximum) fuel-economy rating.

Very quickly, however, the 360’s shortcomings became apparent. In a land where every car, large and small, could effortlessly cruise all day at 60 m.p.h. or better, the undersized and underpowered 360 fell well short of meeting even that basic goal. What functioned on the highways and biways of Japan was simply inadequate for North American driving.

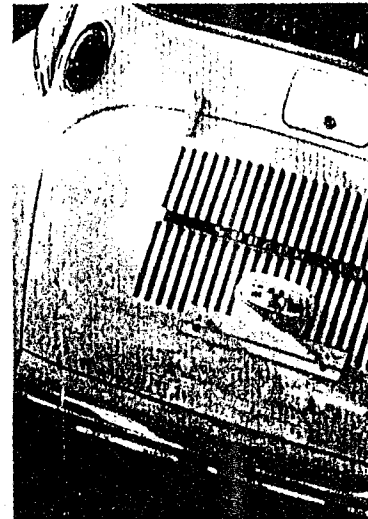
It didn’t help that the editors of the April, 1968, edition of Consumer Reports magazine gave the Subaru 360 a “not acceptable” rating.

In all, Bricklin and Lamm’s distributorship imported 6,000 Subaru 360 sedans plus a few convertibles and trucks before closing the doors in 1970. Most proved so difficult to sell that they were practically given away.

The following year, Bricklin created FasTrack, a short-lived franchised business that charged people to drive supplied vehicles on a short, twisty race course. The vehicles used for that purpose consisted of 900 unsold Subaru 360s that were rebodied as fiberglass open-top runabouts by legendary Myers Manx dune-buggy creator, Bruce Myers.

Although the wrong vehicle for this market, the 360 admirably acquitted itself in Japan by bringing personal transportation to the masses and helping to power up an industry that, in a few short decades, achieved a reach of global proportions.

Malcolm Gunn is Wheelbase Communications’ chief road tester and historic writer. Wheelbase is a world-wide supplier of automobile news, reviews and features.



IF YOU BOUGHT A SUBARU 360 ONLY TO FIND IT CAME WITHOUT ANY KEYS. here is an unexpected but welcome solution. Among items STEVE MICHELSEN was able to buy from FRED JOHNSTON's estate were a bunch of brand new drivers' door handles WITH KEYS. Before you read any further, get your BOOK OF REPRINTS and read P. 74 and 223. Then look at the locks in your 360, and on the face of each lock you will find a letter and 3 digits. Hopefully the letters will be the same on all your locks.

P. 74 tells how to adapt a lock cylinder to any key that is the same LETTER code. I have done dozens of these, but I use a cutting wheel in a dremel tool rather than pliers to trim down the tumblers.

The door locks Steve has are F631, F640, F650, G631, G632, G636, G641, G643, G649, H633, H637, H643, H648 and J648. One of these may match all your locks, in which case you can forget P. 74. But if not, get the LETTER that matches yours, and the NUMBER that has the closest match to your tumblers. For example, if you have F649 locks, and you get the F640 handle & keys, you will only need to trim one tumbler in your locks. If you get F650 you will only need to trim 2 tumblers.

How do you get the lock cylinders out of your locks so you can adapt them to a key with a different number? IGNITION SWITCH: remove the ring that holds the switch in place (turn counterclockwise to loosen) and pull the switch out of the hole. Mark the wires and remove them from the back of the switch. Then turn the switch over and you will see a 3/32" hole in the casting, in the smooth part, about 3/4" back from the face of the lock. Spray a little WD-40 in the hole, then insert the solid end of a 3/32" drill bit into the hole. Push on the drill bit, and it will move a little spring collar inside and allow the lock cylinder to slide out the front. When you reassemble the lock, be sure the little spring collar protrudes toward the hole in the casting.

GAS FLAP: There's a flat "horseshoe" of spring steel that holds the lock to the gas flap. Pull it out with a pair of pliers and the lock assy. will come out. Remove the c-clip from the back of the lock cylinder and the cylinder will slide out the front of the housing.

DOOR LOCK: With the handle removed from the door (2 screws, one in the door jamb and the other behind the upholstery panel) loosen the lock nut and remove that nut and the threaded stud from the back of the lock cylinder assy. Then remove the c-clip that holds the lock cylinder in the housing. When reinstalling, the stud is adjustable, and should have a small clearance between its tip and the door latch assy. Test it before you reinstall the upholstery panel, readjust if necessary.

ENGINE DOOR (truck & van only): remove the lock assembly from the door. Remove the 2 tiny screws that hold the mounting bracket to the lock cylinder housing. The spring and shaft will come out with this bracket. Look for the 3/32" hole in the housing, and follow the same procedure as in the IGNITION SWITCH instructions above.

REAR HATCH (van only): With the hatch closed, insert the solid end of a 1/16" drill bit into the tiny hole in the bottom of the T-handle. Follow the same instructions as given for IGNITION SWITCH above. If it is hard to compress the spring, spray a shot of WD-40 into the key hole - this will get to the spring more easily than if you try to spray straight up the hole from below.

You can order the new door handles with keys, while they last, from STEVE MICHELSEN, 1 Brent Pl., Succasunna NJ 07876 stevenm@optonline.net

UPDATE ON REPRODUCTION PARTS:

SYNCHRONIZER RINGS FOR 2nd - 3rd GEAR:

I have rebuilt a lot of Subaru 360 transaxles, and almost invariably the 2-3 gear synchronizer rings need to be replaced! Some bearings usually do too, but since Subaru used existing sizes of bearings these are available from any bearing supply store. Good used gears are not hard to find. The 4th gear (Overdrive) synchronizers never seem to wear out. But if you ever plan to rebuild your transaxle, I would encourage you to take this opportunity to get reproduction synchronizer rings for 2-3 gear! If you have more than one Subaru 360, and plan on keeping them, I would suggest you get a pair of these synchronizer rings for each car now, as they will eventually need them!

After several machine shops turned down the opportunity to reproduce these reasonably, TONY RISH found a shop that will do it, and this is a one-time project. He has been taking orders, and the deadline for orders is MARCH 15, 2009. The price is \$79. for each ring (you need 2 to rebuild a transaxle) but if at least 100 are ordered before March 15 the cost drops to \$66. each and the difference will be refunded. Add \$10. for Priority Mailing any number of rings anywhere in the US - International shipments are \$25. Make checks payable to ANTHONY RISH, 61 Old Post Rd., Northford CT 06472. Tony can also receive payments by paypal at emestuzzi@earthlink.net

With your order, please include ALL your contact information - name, complete address, phone (home and/or cell), e-mail address, and HOW MANY PIECES YOU WANT. If you do not have e-mail and need to talk with Tony before ordering, his cell phone is 860-916-0162. Remember his is on EASTERN STANDARD TIME if you are calling from another time zone!

FIBERGLASS HEADLIGHT SURROUNDS FOR SEDANS:

The first of these have already been made and look very good, they are sturdier than the originals. They are \$75. for one pair or \$60. a pair if you order 2 or more pairs. For complete info write BOB SNIVELY, 516 S. 16th St., Richmond IN 47374 or e-mail totallytubular@aol.com

WINDSHIELDS FOR TRUCKS AND VANS:

If you need one or more, this is the time to order - for details, write BILLY PAUL, 210 Betsy Run, Longwood FL 32779 or e-mail him at wfpaul1@aol.com

FINANCIAL REPORT, 29th year, ending 12/31/08

Balance carried from 2007	-\$44.38	EXPENSES: Postage	2037.94
ANNUAL DUES paid for 2008	2046.00	Costs of production	1397.48
Received for REPRINTS	992.00	Website	36.00
Other income	179.25	Member items	0.00
TOTAL INTO GENERAL ACCOUNT	3172.87	TOTAL EXPENSES	3435.39
Less total 2008 expenses	3435.39	COPIER REPLACEMENT FUND:	
BALANCE CARRIED FROM 2008	-262.52	BALANCE 12/31/07	1055.10
ANNUAL DUES PREPAID	1658.00	Contributions in 2008	0.00
AVAILABLE IN GENERAL ACCT.	1395.48	BALANCE 12/31/2008	1055.10

OWED BY FRANK ACEVEDO TO CLUB PARTS DEPOT: 9 piston sets (or \$1035.00)

2008 saw a slight decline in both postage and production costs, as we began to phase in e-mail delivery of Newsletters. About half the annual dues received were prepaid, therefore at the old \$6. rate. This will improve in 2009. I believe we can wipe out the deficit this year and be able to hand over Club funds to our new Treasurer with a positive current balance. Respectfully submitted, Ed Parsil

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 \$4.95 shipping. Visa/MC. Specify year and model. WALTER MILLER, 6710 Brooklawn, Syracuse NY 13211 315-432-8282 Fax 315-432-8256 www.autolit.com

AUTOMOBILIA FOR SALE: Subaru 360 collector ornament - go to <http://www.subaru360club.org/forums/viewtopic.php?3&t=1269> These were made for Subaru's 50th anniversary (40th in the US)- Club members get a discount on shipping with key word **SUBARU360CLUB** entered in the comments befor final checkout. Don't have a computer? Write JAMIE THOMAS, 15000 SE Eastgate Way., Bellevue WA 98007

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: 1969 Subaru 360 sedan, white, 10,406 miles, has been sitting in a warehouse for a while, not sure if it runs, brakes are stuck, body looks great, \$2000. May Johnson, 520 E. Conant St., Portage WI 53901 608-742-4531 mickeyjohnson10@yahoo.com (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 219-836-8998

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 (no e-mail or phone, 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; sedan upper steering post plastic cover \$5. (not for truck or van) - 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

WANTED: Subaru 360 sedan in all-around top condition, needing no body work. JAMIE THOMAS, 15000 SE Eastgate Way, Bellevue WA 98007 subiegal@gmail.com

WANTED: Subaru 360, preferably van or pickup but would settle for a sedan. Could trade my body work for your vehicle. RALPH PHILLIPS, P O Box 3485, Odessa TX 79760 432-296-3872 chinadreams@clearwire.net

WANTED: Subaru 360 pickup or van for father/son project. RYAN SCHOENFELDER, 1016 S. Rowley, Mitchell SD 57301 605-770-9691 ryan@shopdiscountjoes.com

WANTED: for Subaru 360 van: Star emblem, 4 wheel covers (stock or baby moon), door strap w/hardware, front lens, backup lens, tool kit, 2 int. mirrors. JORGE LOPEZ, 5300 E. Waverly Dr. #M-3, Palm Springs CA 92264 760-641-8082 jlopez760@yahoo.com

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: 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 knsweiger@mc.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: 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: 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: For Subaru 360 sedan - good chrome wheel covers, battery box. DARRELL SMITH, 1412 SW 25th St., Blue Springs MO 64015 816-812-1965 darrell@backinthedaymotors.com

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

PRESIDENT RONALD REAGAN OWNED A 1978 SUBARU BRAT from 1978-98, and used it on his ranch at Santa Barbara CA. It was sold, but recovered again in 2005 and completely restored for the Reagan Ranch. The story is in the current (Winter 2009) issue of DRIVE MAGAZINE, which says it's also online at www.drive.subaru.com

ROSTER UPDATE, 3/15/09 - changes are in bold type

DEADLINE FOR JUNE ISSUE (articles, ads, address changes, etc.) is APRIL 15, 2009

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

YOUR ADDRESS LABEL INDICATES THE MONTH YOUR DUES EXPIRE ("09" = 10/09)

RYAN PERRIN, 925 W. Isabella Av., Mesa AZ 85281 602-703-3597 van rfperrin@cox.net
JORGE LOPEZ, 5300 E. Waverly Dr. #H-3, Palm Springs CA 92264 760-641-8082 70 van jlopez760@yahoo.com
VIC SILVERIA, 761 Rudman Dr., Newbury Park CA 91320 805-498-3404 70 sed vcsilver@roadrunner.com
10 MARK MASOPUST, 310 Church St., Brooklyn CT 06234 860-774-4242 70 sed mark.masopust@gmail.com
L* JERRY CLIFTON *NEED NEW ADDRESS, MAIL RETURNED FROM 37 Hawthorne Av., Newark DE 19711
10 STEVE & CARLA DIXON, P O Box 6697, Destin FL 32550 850-259-8807 69 van
Steve@DixonKazekConstruction.com
DAVE BLAIR, 149 Hunt Gulch Rd., Kingston ID 83839 208-682-2109 2 69 yng toyguy@cebridge.net
ROBERT & LOLA SCHULTZ, P O Box 101, Sugar City ID 83448 208-356-7790 69 yng squawbaby1@juno.com
13 JERRY YATES, 2625 Shannon Ct., Idaho Falls ID 83404 208-529-2331 2 68 sed jerry_subaru@yahoo.com
11 TOM MUSSETT, 26038 W. Indian Trail Rd., Barrington IL 60010
CHRIS BATTERMAN, 19 Stoneybrook Circle, Andover MA 01810 978-258-8221 Chrisbatterman@yahoo.com
CHARLES & NANCY GOULD, 163 Country Club Rd., Newton MA 02459 617-965-4848 2 sed chasgould@mac.com
GERALD O'BARA, 1683 Rear Bay St., Taunton MA 02780 508-360-1658 LORI064@yahoo.com
L* DONALD F. BOWEN *NEED NEW ADDRESS, MAIL RETURNED FROM 721 E. 3rd St., Duluth MN 55805
12 TIM CEPELAK, 120 6th St. NE, Stewartville MN 55976 507-259-3097 70 yng ttiimmcc2001@yahoo.com
MYRL FAIRBROTHER, 23943 63rd St., Royalton MN 52373 *NEED NEW PHONE#, 320-584-5388 NG* *PARTS* 8 sed
JEFF HOLTHAUS, 818 Shore Acres Rd., LaCrescent MN 55947 507-895-6272 drj1951@charter.net
DONALD D. FERGUSON, 145 CR 87, Vaiden MS 39176 662-464-5206 69 pu wendyhewlett2005@yahoo.com
TONY MENDOZA, 801 Manes Ct., Lincoln NE 68505 402-601-2436 70 yng los_mendoza@hotmail.com
ALAN & MARGARET HILL, 2020 Calle Perdiz, Santa Fe NM 87505 505-471-0366 alanhill.geo@yahoo.com
GERALD/VICKI LANGWELL, 2517 Wisconsin NE, Albuquerque NM 87110 505-299-1024 69 yng glangw@sandia.gov
09 DAVID & HOLLY POTTER, 10596 S. NC HWY 119, Burlington NC 27217 69 sed potter635@bellsouth.net
DAVE & MANDY NUSS, 3908 Durst Clagg Rd., Cortland OH 44410 330-684-0266 *PARTS* 70 pu dn26512@aol.com
RYAN & MELISSA SCHOENFELDER, 1016 S. Rowley, Mitchell SD 57301 605-770-9691 69 sed
ryan@shopdiscountjoes.com
KENNETH WINTER, 1505 Old Knox Rd., Tazewell TN 37879 423-526-1328 KLW@centurytel.net
RUBEN HINES, PO Box 681366, Houston TX 77268 832-878-7000 68 sed rubenhines@aol.com
BILL MAGILL, 2099 LaQuinta Dr., Ingleside TX 78362 361-523-9569 van wmagill@cableone.net
RALPH PHILLIPS, P O Box 3485, Odessa TX 79760 432-296-3872 chinadream@clearwire.net
11 MICHAEL CHRISTENSEN, 7425 Exmore St., Springfield VA 22150 703-912-5022 69 sed christn99@verizon.net

IF YOUR ROSTER LISTING IS INCORRECT OR MISSING E-MAIL ADDRESS OR ANY OTHER INFO., OR IF ANY OF YOUR INFORMATION CHANGES, PLEASE mail updates to Ed Parsil, 2341 S. Circle X Pl., Tucson AZ 85713 or e-mail updates to subaru360nut@aol.com