



23251 Hansen Road, Tracy, CA 95304
Newsletter, Vol. XXXII, No. 1

December 2010

This part of the season contains the longest nights and the shortest days. In many parts of the North, the weather is frosty and less than ideal driving weather. Many 360s may be found in hibernation. This may be the best time to attend to any required repairs during this off season. A warm garage is the perfect place to undertake the next project. It is very advantageous to put a fuel stabilizer in the gas tank, to help keep the gas from getting old and trying to breakdown.

Ed Parsil attended the World Microcar Meet in Crystal Lake, IL, August 2010. Ed was able to get some great snapshots of cars at the show. A few of the car pictures are included in this newsletter along with a write-up on the car show. Also from Steven Michelsen an article in regard to the club website forum. The club forum has a number of core members that frequently use it on a regular basis. It would be great to have other club members join in.

Good news, is your 360 in need of a new set of pistons? Club member Kevin Jones has been working hard to acquire new reproduction pistons. Production has not started yet, but the initial design phase is nearing completion. Further details are provided in this issue.

This issue concludes the lengthy journey from Japan to Hungary that member Imre Hegedus has taken with his yellow 360 sedan on a 12,000 km journey (approximately 7,456 miles), originally the journey was estimated to take only 10,000 km (6,213 miles). This issue will contain the highlights from the final stages of the extensive journey.

One of the most important items to keep in top shape on your 360 is the brakes. The brakes usually give off unusual noises when something is not right. In the technical section, the brake system operation will be analyzed. The section contains common issues and repairs to brake system components. It also gives advice on what to look for and inspect when a brake system problem arises.

Upcoming Car Show in Southern California

31st Annual SW Unique Little Car Show April 2, 2011 Upland, CA
Hosted by Greg & Kiki Hahs. More info on club forum message board, under EVENTS.
email: 2011SWUniqueLittleCarShow@gmail.com and <http://www.microcar.org/2011/>

The Subaru 360 Club Book of Reprints (BOR) is going hi-tech! The BOR will now be available to club members for download from the internet. The BOR will be updated on a yearly bases so that it will be kept up to date. For more information please email me at subaru360club@gmail.com The CD and book versions of the BOR are still available for \$12 (CD) and \$52 for the printed binder.

In memorium : Larry Cox, a long time member in the club passed away. He lived in Coquitlam, BC, Canada.

WORLD MICROCAR MEET IN CRYSTAL LAKE, IL AUGUST 2010 by Ed Parsil

Over 450 little cars were on display in Crystal Lake, IL for the first ever World Microcar Meet, and the weather was perfect for the event.

5 Subaru 360s were among the cars shown. GEORGE CHRISTOFF from IA brought his convertible sedan, KEN & VICKI SIEFKER showed their radically customized sedan with a micro-camping trailer in tow, TIP SIVILAY from IL drove his sedan and I got to visit with all of them. DAVID ZINK from IL had his Young on display, but sadly I never managed to catch up with him. Former member Jim Jenkins showed his van, but the word was he was ducking me.

Many other Club members were there with vehicles. PAUL GORRELL brought his prototype Crosley from IA, FRED & MARY ZAMPA came from GA with their Steyr-Daimler-Puch mini Military Vehicle, LARRY & MARYBETH CLAYPOOL drove their Sunbeam Imp and were on the Staff for the event, KEN & SYLVIA WEGER hosted the Meet and had several vehicles present, BURT RICHMOND and DIANE FITZGERALD also helped staff the event and brought cars, JEFF LANE from TN was among the group that met in Long Beach, CA a week before the meet and drove microcars up Route 66 (and the roads that replaced it) to Crystal Lake. Jeff drove a Fiat 500 from his LANE MOTOR MUSEUM, and also brought 3 Peels to the event.

Other Club members I saw at the Meet included RONNIE BAUMAN from CA, JOHN HILL and LOUIS & LAURAL HUDGIN from AZ, STEVE & JEAN McCARTHY from TX, TIM SCHWARTZ from NJ, BOB & JULI SNIVELY from IN, JAY HINKHOUSE from IA, CHARLES GOULD from MA, and new members PATTY & DAN SCHWARZE from FL. I met a few former members too, including Rob Maselko, David Brower, David Raab, and Carter Willey; they now own other microcars.

I'm sure there were other Club people there but with thousands of spectators looking over the hundreds of unique vehicles I must have missed some, and my apologies to those I didn't get to talk with.

I gave up very early trying to make a list of all the vehicles that were shown. The New York Times actually covered the event, and one of the many photos in their article was Paul Gorrell's Crosley. The local paper also had a big story on Sunday morning, and I'm sure this brought a lot more people out to see the cars that stayed (and came for the first time) for Sunday.

There were 13 Freeways on display, including the prototype and a couple of the rare electric versions. There were 2 Victorias parked side by side. A Crosley Ice Cream Truck was a big hit and took several awards. There were several Velorexes and a Skoda. A Lloyd sedan and a Lloyd station wagon were there – in the 1960s several Esso gas stations on Rt. 22 in NJ were also Lloyd dealers and if we'd had the cash we would have bought the Camper version. Goggomibils were shown in several variations – when we moved to Hoboken NJ in 1960 the only new car dealer in the city was the Goggomobil agency! There were lots of Isettas, Messerschmitts, and Metropolitans. A variety of MGs were on display, including one that had been converted into a "stretch limo!"

There were several Corbin Sparrows at the Meet, and Mike Corbin, who designed and built them, was also there. A man from the UK who makes just about every replacement part for the Peel was there. With others there from the UK, Canada, France, Netherlands, Germany, and Australia it was truly a World Meet!

Some vehicles had been brought to the US especially for this event, including a variety of mobility vehicles from France and the UK. These included the first ancestors of what exist today as the mobility scooters advertised on TV and driven by many seniors – and the first ancestor of what became the golf cart!

One unique car from NJ started life at an amusement park, had the perimeter spring-bumpers removed and a larger engine installed, and was being made street-legal. There's another Meet like this being planned for 2015. If I'm still able I will be there, and I hope a lot of you will be able to get there too!

Get Advice - Give Advice - Join the Club's Online Forums! By Steven Michelsen

I have been a club-member for the past three years. I joined because I bought a 360 that needed everything - there was no corner of the car that wasn't in disrepair. I knew I needed all the help I could get - I will admit to not

being much of a mechanic. I quickly found that the best part of belonging to the club was the opportunity to communicate directly with other members on the online forums. I could read other member's questions, and see the answers posted by others. I myself could not spend ten minutes around my car before I would scurry back to my computer, get on the forums, and pose a question related to what I was attempting at the moment. One or more members would always be there with an idea or a suggestion. As time went on, I found that I could occasionally return the favor and respond to other member's questions with my findings.

Getting the club newsletter, with its "technical stuff" and classifieds sections is always welcome, and the BOR and shop manuals are terrific resources, but (to me at least) there is nothing like being able to talk about Subaru 360s with other owners, whenever you want (or need to). The forums make this possible, despite the fact that we are spread all around the country (and beyond). So then, I was recently very surprised to see that relatively few members really make good use of the forums! There are over 200 members signed up to the forums, but half of them have posted fewer than 5 times. There is a core group of about 20-30 members that actively participate. For example, to his great credit, club founder Ed Parsil can be found helping someone out almost every day online.

The forums are secure. Usernames can replace real names, and email addresses are never displayed. Joining the forums is done "by hand" by the administrators, which helps keep the internet's "bad guys" out. If you are signed up, please take a fresh look around. Feel free to start a conversation, or jump into one that's ongoing. If you are not signed up yet, write Brian Kliment at subaru360club@gmail.com; he will set you up. The Subaru 360 Driver's Club's online forums are at www.subaru360club.org/forums

Reproduction Pistons

Thanks to the hard work of Kevin Jones, WiseCo is confirmed as our provider and is now beginning a production run on new pistons. The pistons are scheduled to be available in +0.25, +0.50, +0.75 and +1.00mm sizes with rings and wrist pins included, and the skirts will be coated. On the club form, it was generally agreed that any rebuild would require some honing/machining/etc. so +0.25mm would be the minimum size needed, even for those wishing to stay at "stock" piston size.

Target price range is ABOUT \$350 per kit (set of two pistons), but this may change slightly either way as the pistons near completion.

Kevin will be able to add technical details in the future. He is our contact with WiseCo. Further details and an official available date will be published in a future newsletter. Kevin will also handle questions regarding the pistons, once they become available. The pistons are in the initial production stage, and WiseCo is working on producing a forging tool to generate the pistons.

Life With My 360



Well, I guess they will let anyone drive now!



On the 13th of July, Imre Hegedus departed for his greatest adventure so far, driving his 42 year old Subaru 360 from Tokyo to Budapest Hungary trough Siberia (and further?).

This is the final stage of the journey. The full story is from Imre's website blog:
<http://subaru360.blogspot.com/>

July 26, 2010
Cayansk to Taishet #1

I have adjusted the brakes here at the hotel's parking lot the previous night.

Also I had a good chat with Vladimir who was there with his IZS bike with a sidecar. Although it was still morning, he was pretty "happy" from the beer he had on his bike.

As I left the establishment, he came after me almost killing himself trying to overtake me on the road which threw him up at least a foot, so we can say he was flying :)

I though he just want to show off his bike, but instead he wanted to invite me to his house, which was a little further ahead.



July 27, 2010
Cayansk to Taishet #2



After the tea with Vladimir, continued along the Trans-Siberian Highway. A young guy (maybe 10) was selling very delicious wild strawberries. I thought 100Rbl was a bit much but I thought I can help the locals. The hotel didn't have it's own parking and the Subaru can not be left on the street, the Russians love her just too much. Across the hotel was the train station and a guarded parking where I have left 50Rbl for looking after her.

July 29, 2010
Broken down in Krasnoyarsk

On the evening of the 28th, was driving to the hotel in the rain, leaving a bridge I had to go trough about a foot deep water! I had no choice as cars were already behind me, so I pushed trough her. Of course submerging drum brakes is never a good idea, I was trying to dry up them before I have an accident...

A few minutes later a strange noise developed from the back (where the engine is!) that made me nervous but it is disappeared after a while.

Perhaps some dirt went into the fan house I thought...

At the service garage the guys were very helpful and recommended to weld/fix in the piece somehow, and offered to take the part to fix it. Whoaa!!! they did a GREAT job. It is better than the factory original!! Heating up and putting a metal sleeve instead of the rubber changed the diameter of the hole in the fan and had some difficulties putting it back.

July 30, 2010
Krasnoyarsk to Kemerovo

My heart was beating a 'bit faster getting out of Krasnoyarsk wondering of how long the repaired fan will last...

Driving slow first, but get more and more confident of the work that my friend at the Subaru service in Krasnoyarsk did.

I also called my friend in Yokohama who was helping restoring the car, and he reinforced that the guys did the best possible solution.



A stop for lunch at a roadside eatery, resulted in that the truck drivers all wanted photo with my little Subaru. He even pull up his Mercedes next to my baby for a better picture. A very nice couple, with a lot of gold teeth.... The guy with the Volvo and his friend on a Scania invited me to stay with them, not to waste money on hotel. Their truck has two berths and we could talk and drink together all evening. It was tempting, but I don't think that it is a good idea to start to drink with Russian truck drivers... So I told them that I already have a reservation.

Close to Kemerovo, as I was driving through a town I saw a yard that looked like a museum to me, with old military vehicles, Kamaz trucks, boats and so on.



August 5, 2010
Chismy to Tolyatti

I got up early and it was already very hot.

Getting out of Ufa yesterday the car was overheating several times so I decided to take off the engine cover to have better cooling.

It made a big difference so I removed it today as well. (had to put it back while parking at night)

Halfway to Tolyatti I saw numerous wells, gas or oil? I am not sure. No one was around, so I could take many photos with them and Yodobi chan.

At a gas station meet an Ukrainian driver who was driving his bike across Russia alone, just like me.

As usual, I got company right away. Two nice family stop beside me and wanted pictures.

I made it to Tolyatti!

Troubleshooting Brake Problems. This section contains advice on diagnosis of brake system issues.

Brake Pedal Goes Too Far Down to Stop. If you step on the brake pedal and it feels like it's going too far down before you start to slow, you might have the following problems:

- **Low Brake Fluid Level:** Check for low fluid level, fill if necessary. As brake pads wear, it is normal for the level to decrease slightly. More fluid is required to push the pad into the drum.
- **Contaminated Brake Fluid:** The brake system is designed as a closed system, but moisture can still be absorbed over time. It is best practice to change brake fluid every 4 years or 2 years in humid climates. As the fluid becomes contaminated, usually it turns slightly darker than when new. Sediment and dirt usually sinks to the lowest part in the system, the wheel cylinders.
- **Worn Brake Pads:** Your brakes should never wear low enough to cause your brake pedal to feel low, normal pad thickness after relining is 3-5/16", depends on drum diameter and minimum working is 2/32". The wheel cylinders have "star" adjuster wheel to compensate for normal pad wear.

Brake Pedal Too Firm. If you step on the brake pedal and all of a sudden it feels like your foot is unable to make the pedal move.

- **Brake Line Obstruction:** It's possible for something to block brake fluid from reaching a portion of the system. This could be something in the line like a chunk of rust, or it could be a pinched brake line. Visually inspect the brake lines and replace damaged brake lines as needed.

No Brake Pressure. If you step on the brake pedal and it has little to no pressure and goes all the way to the floor, especially if you're getting no braking:

- **Low Brake Fluid Level:** Check for low fluid level, fill if necessary. As brake pads wear, it is normal for the level to decrease slightly. More fluid is required to push the pad into the drum.
- **Air in the Brake Fluid:** If the system has a leak or was not bleed correctly, air pockets can be trapped in the lines. Air can be compressed, unlike the brake fluid. It can be considered cause a spongy pedal. Bleed brakes at wheel cylinders until air bubbles are no longer seen.
- **Master Cylinder Bad:** A bad master cylinder will cause your brakes to have no pressure. Master cylinder internal seals can become cracked or torn, allowing air in and fluid out.

Weak or Spongy Brakes. It takes longer to stop, or you get less braking power when you apply the brakes suddenly:

- **Low Brake Fluid Level:** Check for low fluid level, fill if necessary. As brake pads wear, it is normal for the level to decrease slightly. More fluid is required to push the pad into the drum.
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Brakes Grabbing or Pulling. Your brakes should apply themselves smoothly and even, when you push the pedal. If they seem to suddenly grab, or if they are pulling the car to one side, you may have one of these problems:

- **Worn or Bad Brake Pads:** Your brakes should never wear low enough to cause your brake pedal to feel low, normal pad thickness after relining is 3-5/16", depends on drum diameter and minimum working is 2/32". The wheel cylinders have "star" adjuster wheel to compensate for normal pad wear.

- **Bad Brake Drum:** If a brake drum becomes too far out of round, the surface may have high and low spots. It is sometimes seen by discolored or non-uniform areas on the surface. Repair manual lists drum eccentricity (out of round) maximum at .002". Any out of round more than .003-.005" it may be necessary to have the drum machined, maximum internal diameter allowed is 6.71 in.

Pedal Vibration. If you step on the pedal and feel a vibration.

- **Bad Brake Pads:** Your brakes should never wear low enough to cause your brake pedal to feel low, normal pad thickness after relining is 3-5/16", depends on drum diameter and minimum working is 2/32". The wheel cylinders have "star" adjuster wheel to compensate for normal pad wear.
- **Bad Brake Drum:** If a brake drum becomes too far out of round, the surface may have high and low spots. It is sometimes seen by discolored or non-uniform areas on the surface. Repair manual lists drum eccentricity (out of round) maximum at .002". Any out of round more than .003-.005" it may be necessary to have the drum machined, maximum internal diameter allowed is 6.71 in.
- **Car Out of Alignment:** If your car is out of alignment, this can cause your front end to wiggle madly, causing a vibration. Consult a repair manual for alignments model specific specifications. Castor is determined by ride height. Camber adjustment requires shims. Toe-in is adjusted by turning the adjusting sleeves on the tie-rods.
- **Worn Front Suspension:** Any number of worn suspension parts can cause vibrations. The suspension and related components should be inspected for signs on wear. The front suspension consists of single trailing arms, pivoted on ball studs which are mounted directly on the body structure. Kingpins are pivoted in brackets welded to the end of the trailing arms.

Brakes Dragging. Your brakes should let go immediately as you take your foot off the pedal. If they don't, this can cause brake overheating as well as premature wear to brake parts.

- **Bad Wheel Cylinder:** A bad wheel cylinder may not relax and release its pressure. A stuck wheel cylinder will cause the brakes to remain on, even slightly at times.
- **Parking Brake Fails to Release:** If your parking brake doesn't fully release, your parking brake will be on a little bit all the time. Since it is controlled by a cable, you may need to lubricate the cable ends and the parts associated with the cable. If the cable is still sticking, it may be frayed inside and will need to be replaced.

Brakes Squeal or Whine. Brakes make those high pitched noises for a few reasons, some of which are no big deal at all:

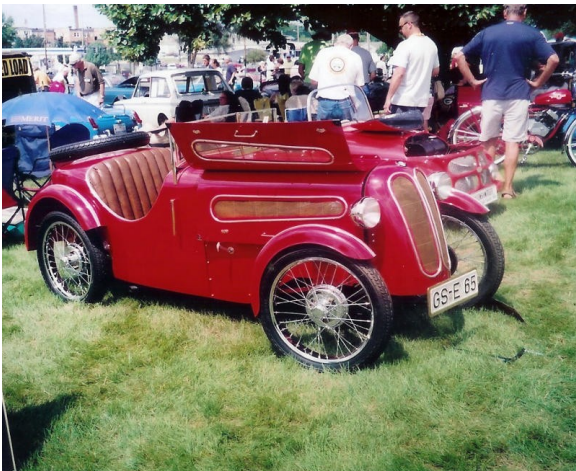
- **Worn Brake Pads:** If the brake pads become contaminated or glazed, it may produce a high pitch noise during brake application. Usually repaired by relining brake shoes.

Clunking Sounds. Sounds that go "clunk" are generally not good sounds.

- **Something is Loose:** If any of the bolts that hold your brakes together or attach them to the suspension are loose, the brakes will clunk as they shift slightly when you apply the brakes.
- **Worn or Broken Suspension Components:** Any number of worn suspension parts can cause vibrations. The suspension and related components should be inspected for signs on wear. The front suspension consists of single trailing arms, pivoted on ball studs which are mounted directly on the body structure. Kingpins are pivoted in brackets welded to the end of the trailing arms.

Pictures From WORLD MICROCAR MEET IN CRYSTAL LAKE, IL
AUGUST 2010





Classified Stuff

Automobilia For Sale: Club T-shirts - Subaru 360 Drivers' 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 ph. 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?=&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 before final checkout. Don't have a computer? Write Jamie Thomas, 15000 SE Eastgate Way., Bellevue, WA 98007

Automobilia For Sale: DVD with 2 great videos all about the Subaru 360, including the story of its development (with english subtitles) and a "Young SS" video (Japanese only, but fun to watch), also 4 USA commercials + a video geared toward USA dealers. That's 80 minutes of non-stop Subaru 360 action. \$10, includes shipping. Mail check to Steve Michelsen, 1 Brent Pl., Succasunna, NJ 07876 or pay via paypal to stevescarfund@optonline.net

*Car For Sale: 1970 Young 360 for sale. The color is yellow and it is disassembled. Located in South Jersey near the Commodore Barry Bridge. Email surestepbecky@gmail.com or call 609-513-3030. Becky McCluskey

Car For Sale: Moving, need to sell 4 subaru 360 cars. One almost complete, one 75%, one rolling chassis, one body. Have a new set of tires and tubes that go with the deal. Asking \$1800 for all. Please call John Baize at: 316-650-3567 112 N. Washington, Hillsboro, KS 67063 jbaize@yahoo.com

Car For Sale OR Wanted: I have a '71 Subaru FF-1 with a rusted body but good mechanicals - would like to find one with a good body that I could restore mechanically, or have another member with an FF-1 come and get mine. Time is limited. Charles Kepley, 7225 N. Oketo, Chicago, IL 60631 773-631-2346

Car For Sale: P/U Truck and van for sale in New Jersey. Both 1970. I have titles. P/U is in good condition. Runs and drives. Brakes good. Van is a project. I'm asking \$4900. for the P/U. Make offer on the van. All good glass. I have pictures. Paul R. Naval, 118 Parsippany Rd., Whippany, NJ 07981 973-760-8358 pablitonj@yahoo.com

*Car For Sale: Subaru 360 sedan Young edition. Red with black roof. Roof has white stripe. Very complete car. Is drivable, requires some work to brake master cylinder. Can email pictures, asking \$3250 obo. Dave Blair 149 Hunt Gulch Rd. Kingston, ID 83839 208-682-2109 stoyguy@frontier.com

*Car For Sale: I have 2 cars and 1 pickup plus a parts truck and extra parts. All vehicles are in need of restoration and all have very low mileage. \$2,000 per car and \$3,000 for truck. I would prefer a package deal or a possible trade for a newer low mileage car with a clean title. Located in Northern California. See pictures at 360dave.weebly.com Contact me at dhorn2009@gmail.com 530-628-1055

*Parts For Sale: Have access for short time a set of FF1 1100 new pistons, pins & clips (EA61/E62S). new old stock. Edward Ham 706 W. 1440 S. Provo UT, 84601 801-377-2341 whitestoneut@hotmail.com

Parts For Sale: New reproduction truck/van AND sedan windshields are now available, \$350 + \$35 crating + FedEx ground actual shipping cost. New Subaru 360 replacement windshield weatherstrip (all models) \$25 + postage. Dome light lens \$25. 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 Ave. B1 #147, Marlton, NJ 08053 balpert2000@gmail.com

Parts For Sale: Subaru 360 sedan parts: I have 4 motors and transmissions, Glass, Brake Parts and pedals, Chrome parts, Front suspension, Rear Suspension, Parts located in Houston TX
Email me or call me for prices - Tell me what you need - I can ship.
Call Ruben: 832.878.7000 rubenhines@aol.com Address: P.O. Box 681366, Houston, TX 77268

Parts For Sale: New & used Subaru 360 parts, new & used auto lit., die-cast 360, Club key rings just \$3 each + postage; transaxle picked up here \$75; 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 email CorvairDuVal@netscape.net

Parts For Sale: List of NOS 360 parts available, Steve Michelson, 1 Brent Pl., Succasunna, NJ 07876 (with SASE) or stevenm@optonline.net

Parts For Sale: New Reproduction front star cluster emblem:

Oval star cluster w/ gold plating (sedan) \$62

Oval star cluster w/ chrome plating (truck/van) \$55

2-piece chrome for Young S \$89

Paint your own star cluster (standard ver.) \$28

Add \$4 shipping on each order. Burt Richmond, 1723 N. Fern Ct., Chicago, IL Burt@fitzrich.com

Parts For Sale/Swap: 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: A very good, or new, #2 standard size piston for Subaru 360 engine have a pair of good, usable, oversize pistons. Also, new piston rings. Francisco Gorriz, Section 9858, P.O. Box 02-5289, Miami, FL 33102 fjgorriz@yahoo.com

Wanted: Looking for a set of the chrome trim pieces that mount on rear fenders on 360 sedan. Marc Boulay, 777 Mile Square Rd., Pittsford, NY 14534 585-820-3315 ajsamantha@aol.com

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: Complete van rear bench seat. Naturally a nice one would be ideal but I will consider anything - provided it is complete and sound. Rob Bevington, 27 Vista Solano Dr., Los Lunas, NM 87031 505.203.6528 or rob20001955mg@cs.com

Wanted: I need the chrome strip that attaches to the roof edge above the passenger side front door, it begins at the front bottom edge of the van and ends (above) behind the front door. I have an extra driver's side chrome piece (same size) to trade. Anyone found an after-market chrome trim that works/replaces this section? please email or phone me. Ed Ham Provo, UT 801-763-0144 whitestoneut@hotmail.com

Wanted: Subaru 360 ignition switch, complete, tool #921 270 000; complete Nippon-Denson 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@acweb.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

Deadline For Classified Ads For Next Issue --- February 28, 2011

Send to: Brian Kliment, 23251 Hansen Road, Tracy, CA 95304 subaru360club@gmail.com

Roster update, 12/15/10 - **Changes Are In Bold Type -- New members have an asterisk by their name.**

Deadline for March Issue (articles, ads, address changes, etc.) is February 28, 2011

Annual Dues: \$8 Prepay thru 2015 if you like. Send to: Brian Kliment, 23251 Hansen Rd., Tracy, CA 95304

Your address label indicates the month your dues expire ("10" = 10/10)

L*	David & Misty Amodt, 2125 Kennedy Pl., St. George, UT 84790	435-688-9378			kidshomeschoolmom@yahoo.com
*12/12	Mike Anderson, 919 Backbone Rd. W., Princeton, IL 61356	815-714-4309	sd		photomike1@hotmail.com
*12/11	Rudy Bowman, 3071 Laurelwood Dr., Twin Falls, ID 83301	208-734-8523	69 van		rubis455@gmail.com
*11/11	Robert Budzinski, 350 S. Fileys Rd, Dillsburg, PA 17019				budzinsk@yahoo.com
*11/11	Danny Crews, P.O. Box 273, Lerona, WV 25971			sed	
9/11	Steve & Lori Enderle, 701 S. Maple St., McPherson, KS 67460 *Parts**Help*	619-446-6533	69 pu		shepherdfinder@yahoo.com
*10/11	Brad & Larae Fletcher, 11210 NE Stutz Rd. Vancouver, WA 98685				fletcho5@yahoo.com
L*	Gary A. Fox, 235 S. Frank St., Troy, OH 45373				
*11/11	Eli & Amy Holtman, P.O. Box 384 Narberth, PA 19072	610-999-2566	68 pu		eh5373@verizon.net
*11/11	David & Kristina Horn, P.O. Box 1605, Hayfork, CA 96041	530-628-1055	69 pu,sd		dhorn2009@gmail.com
*10/11	John/Jim Riley & Jeff Haun, 4455 Dodge St. Dubuque, IA 52003	563-588-2326	70 pu		johnriley37@gmail.com
*12/11	Spencer Morgan, 1604 Alabama Ave. S., St. Louis Park, MN 55416	952-595-7897			slpmorgans@msn.com
*6/13	Mark Oremland, 14 Rue Servandoni, 75006 Paris, France	+33144074863			moremland@yahoo.com
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