



23251 Hansen Road, Tracy, CA 95304
Newsletter, Vol. XXXII, No. 2

March 2011

The last couple of months have not been user friendly for our 360s. I've been told 10" tires do not work well in snow drifts and 360 bodies are allergic to road salt. But March is the time change and the arrival of spring signals the time to pull the car covers. Auto shows are starting to pop up on calendars like spring flowers.

I am very grateful to the members who have sent in their Subaru 360 stories and technical information. It's exciting to be able to find out what other members are doing. (Don't hesitate to send us your pictures and/or stories.) I have included some of these articles in this issue. To start off, Chuck Hassel sent me information on the "Krasl Concours on the Bluff", a car show in Saint Joseph, Michigan. John Riley was able to find a successful substitute washer fluid bottle to use on a 360 pick-up or van. Garm Beall was generous and sent an article on his 360 sedan. He has a sedan with flatter style turn signal covers, which were unique to the earlier models. Douglas Miller was able to send two great pictures of his car to use in the "life with my 360 section", one in this issue and the other with the snowman was in the December newsletter. Bringing up the rear in this issue is the financial report. It was basically a "break-even" year for 2010, but it was in the black.

Fellow members, Garm Beall and Kevin Jones have been working together with Wiseco to finish the piston project. The initial design phase is nearing completion. The project is in need of input from other club members. The initial design requirement needs to be narrowed down, in order to determine what size pistons should be produced. Further specific details are provided later in this issue.

In this issue, the technical section delves further into the brake system and focuses specifically on rebuilding the brake master cylinder. A systematic system of steps is provided to aid in repair of the master cylinder. This section is a condensed version of the usual procedure that would be found in the Subaru "body section" repair manual.

Website Update

The subaru360club.org website has been updated to accept payments online! The website is now set up to receive club membership payments using the PayPal payment service. To make a payment, simply go to the club website and click on "club membership". There are "buy now" buttons towards the bottom of the web page. It is not a requirement to have a PayPal account, the site also allows the use of a credit or debit card. Three options are available, membership for 1-3 years, a Book of Reprints CD with 1 year of membership, and a printed Book of Reprints in binder form with 1 year of membership. The club will of course continue to accept traditional payment by mail. Jamie Thomas helped to add this feature to the club site.

Upcoming Event

Dear Subaru 360 Owners Club,

I'm writing to you about the "Krasl Concours on the Bluff", a collectible car show that is held in Saint Joseph, Michigan every August. This year will mark the 7th year for the show. Saint Joseph is in the southwest corner of Michigan, just up from the Indiana state line. The event is sponsored by the Krasl Art Center and is held on the grounds of the center and in the park across the street on a bluff that overlooks Lake Michigan. If you go to their website www.krasl.org, under the "events" category you will find more info about the show.

Dar Davis, a good friend of mine and past-director of the Krasl for 25 years, is the chairman of the show. Both of us are car enthusiasts and I have helped him with the show as a volunteer. Over the past several years the Krasl Concours has included only a handful of micro cars. But for the 2011 show we decided that one of the featured marques/categories would be mini/micro cars. There would be six to eight such cars out of a total of 80 cars and motorcycles displayed.

I am particularly excited about this, as I love these small vehicles and have seen what a crowd pleaser they can be. The Subaru 360 is of particular interest to us, because it introduced the brand to the US and the brand has grown and grown over the years.

We are looking for show quality cars. However, the show is not like most "concours" where cars are closely inspected on a points system by judges who are experts in particular makes. Our judges look at all of the entrants and then give out awards such as: Best in Show, Best Import, Directors Choice. In addition the people attending the show can vote for the People's Choice award.

I am hoping that you might recommend one or more owners in the Michigan region that have show quality cars. We would contact them and send them an entry form. Once the applications are received, Dar Davis, Mike Eliasohn (another volunteer and microcar enthusiast) and myself will review them. We would present our recommendations to the concours executive selection committee, which makes the final decision.

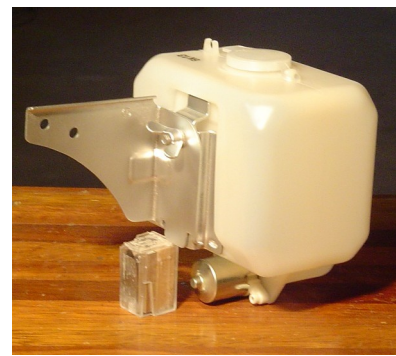
If you have any questions feel free to call me at 803-782-2555 as well as chuhas@earthlink.net

Sincerely,
Chuck Hassel

Window Washer Bottle for Truck & Van

Truck and van owners, do you find yourself in need of a windshield washer tank? John Riley found that a windshield washer tank and pump assembly for a 1988 Mazda pickup fits perfectly in the original bracket in the 360 pickup and van models. The Mazda part # 0317-67-480A. The power plug is the same as the Subaru connector and the bracket pictured is the bracket from the 360 truck.

WINDSHIELD WASHER TANK AND PUMP



Sedan Turn Light Covers

What type of turn signal light covers does your 360 sedan have? The one pictured on the left is slightly flatter of the face and is common to earlier production models from 67'-68'. The lens pictured on the right is usually found on the later production run models in 68'.

Garm Beall reports that his 68' has the flatter front turn signals with a different pattern in the plastic. Some of the examples of the turn light lens can be found on Japan auction sites.



The one on the right in the picture is the reproduction lens available from Little Car Trader. It would be interesting to hear from others if their sedan 360 has the flatter style lens.

My Subaru 360 by Garm Beall

This is my first Subaru 360, and my first vintage project. I bought it sight unseen from a guy storing it in a barn in Pennsylvania. When it arrived, it was the first one I had ever seen in person, and I'd never heard of the Subaru 360 Drivers Club. Turns out it's a '68, which has some interesting early model differences. No idea what I was getting into! Thanks to the Club, I got it running and (more importantly) stopping in less than three months. It's nearly complete, has minimal rust and just enough body damage to give it some nice character. Just turned 16,000 miles. I'm having so much fun with the details, and it runs great -- all three speeds!



I have a plotter and vinyl, so I made some "racing stripes" that include the Club name for the sides of the car. If anyone wants them, I can make more sets for \$25 (four pieces, two on each side), including postage. The red I have on mine, or black, white, gun metal, or request a color. You can reach me at mcroimg@gmail.com or (818) 457-1091.

Life With My 360



Go ahead and make my day!
(Douglas Miller shows how he resolved tailgating issues.)

Update on the Reproduction Pistons

Fellow members, Garm Beall and Kevin Jones have been working together with Wiseco to finish the piston project. We are very close to having pistons made. We have a commitment from Wiseco that they can make them and the cost per set will be \$350.00 per set. The set will include wrist pin, rings, pistons and wrist pin clips. They will have two rings instead of three rings. They will be anodized to combat pitting and micro welding of the rings. The exterior will have a coating to reduce friction and heat. What we need to know from the current owners is the following:

How many sets would you buy at that price?

What size would you order?

62.mm (.5 mm over size)

62.25mm (.75mm over size)

62.5mm (1.0 mm over size)

63.mm (1.5mm oversize)

Wiseco has looked at my cylinders sent to them and said 63mm is possible but it is beyond what the factory manual lists as the biggest oversize.

It is very important to include the size pistons you will need. We will be doing a run of 50 sets, we want to make 50 sets that will be used. We also want to make 50 sets that will allow owners to get the smallest piston they can to preserve their cylinders for future boring.

After this initial run we will be need to make another order with Wiseco within 2 years or they will destroy the forge tooling and we will be back to square one. This is their policy. I think we could work out some arrangement so that we could prevent their destruction but this could be wrong. If this initial run doesn't work out we most likely won't be ordering again. Please help us make the correct size pistons this time so we can afford to have more made when these are sold.

You can contact Kevin or Garm at the following:

Kevin Jones
605 Huffman Drive
Elkview, WV 25071
(304) 965-3526
ssi_kjones@wvdsi.net

Garm Beall
(818) 693-8403 cell
mcroimg@gmail.com

Or if you wish to call Kevin, at noon eastern standard time he will be glad to talk to you at the following number. This is Kevin's employer, so please be respectful and call at noon. You can fax the information to my attention anytime.

Kevin Jones
Chief Estimator
Structural Systems Inc.
304 204 4766 Ph

or fax to my attention:
304 204 4769 Fax

Does the Brake Master Cylinder Need an Overhaul?

Over time the brake components can become worn and may require a rebuild. The common signs to check for is torn/damaged rubber parts, leaks, and worn surfaces.

What You'll Need: Open end or box wrenches, line or flare wrenches, screwdrivers, fender cover, small pry bar or throwaway screwdriver, turkey baster, shop towels, latex gloves, pail of water, rebuild master cylinder parts, brake cleaner, brake fluid (DOT3), brake lube, and safety glasses!

Recommended Raybestos parts: sedan front – wk2134 (13/16") / sedan rear- wk895 (11/16") / truck & van front – wk1752 (15/16") / truck & van rear – wk1924 (5/8") / master cylinder wk225 (3/4"). Local auto part stores may be able to reference the part numbers and place an order for them. The part numbers given are the same from page 330 in the Book of Reprints. Keep in mind they are cross references, not the originals, so some fitting and patience is required to a successful operation. I have ordered the sedan front/rear parts with success in the last six months, but the master cylinder (3/4") part is from VW 51'-65' beetles, check for VW reproduction kits.

Before you start wrenching on your braking system, you need to thoroughly clean all of the parts involved. The inside of a brake system is very sensitive to dirt and debris. Spray the master cylinder, brake lines and other components liberally with brake cleaner.

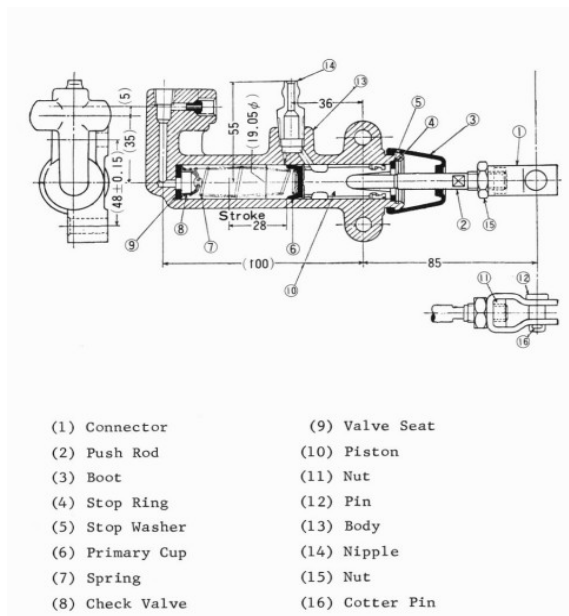
Removing the master cylinder is really simple, only requiring a few steps. Keep in mind that brake fluid will eat the paint of the car. So proper protection is required to protect the vehicle's paint. Brake fluid is water soluble so if you should get some on the paint, wash it off with plenty of water as quickly as possible.

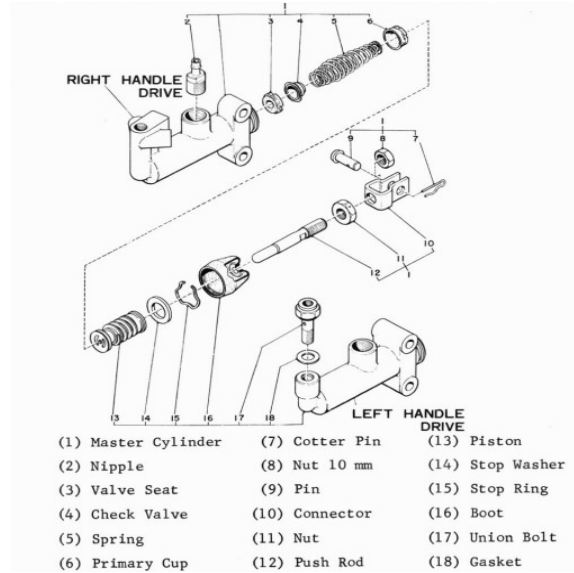
The first step is to remove the wiring to the stop light switch. The next step is to remove and plug the line that attaches to the brake fluid reservoir. Optional, remove the reservoir brake fluid if planning to change it out.

Depending on your year of car, it may have a 3-way splitter for the brake lines, or a molded unit. The model with the 3-way has a union bolt that can be removed with out detaching the brake lines. The molded unit must have the brake lines removed. It is important to have a small pan or tray to catch any fluid, as it will blister and peel any paint it comes into contact with.

With the brake lines loosened, you can remove the two bolts that hold the master cylinder in place. The brake pedal is attached directly to the pin that pushes on the piston inside the master cylinder. Remove the master cylinder by pulling the push rod upward.

The below pictures are from the Subaru 360 body section manual.





Brake lube like sil-glyde can be used to help the assembly. Once the worn pieces are replaced, the master cylinder must be “bench bleed” to remove air from the inside of it, this also helps to speed up the overall process of bleeding the brake lines. If some air still is trapped inside, the brake pedal will feel spongy. Bench bleeding basically means that you are bleeding your master cylinder on your work bench, out of the car.

Items needed to bench bleed: fresh brake fluid, work bench or table with fixed vise, strong wooden or plastic dowel (rod). You'll need steadiness to bleed the master cylinder. A bench-mounted vise is the tool for the job. If you don't have one, or don't have a bench at all, you can buy a clamp-on vise that can be removed when you're done.

Mount the master cylinder on the vise, holding it by one of its dog-ear mounts. Be sure to mount it level so the air will leave and the fluid will refill properly during bleeding.

In order to bleed the master cylinder a simple bleeding kit will be needed. It consists of three rubber hoses and three temporary plastic threaded inserts. The objective is to have the hoses routed from the 3 outputs (or one if removed 3-way splitter) into a container filled with brake fluid. The hose ends must to submerged in the brake fluid to prevent any air from re-entering into the inside of the master cylinder. The fluid reservoir should be connected or a temporary one to hold the fluid for the bleeding.

Be sure the reservoir is filled before you begin bleeding. The fluid reservoir could be removed from the car to use, or a temporary one made to connect the two main brake outlets into one container. Fill the container with brake fluid and place the two temporary hoses into it, the hose ends must be submerged to prevent air from coming back in. You'll be using your wooden or plastic rod to push the cylinder in (the same way your brake pedal pushes it in while driving).The trick is that you have to pinch the tubes closed every time you let the cylinder come back out. So, you'll push in, pinch the lines, let it out, let go of the lines, push in, pinch the lines ... and so on. You'll see lots of air bubbles coming out of the tubes with the brake fluid, and you'll see bubbles in the reservoir floating to the top.

Be sure to keep the brake fluid topped off in the reservoir. If it runs dry during pumping, you'll have to start over. When you have pumped the cylinder until no more bubbles float to the surface of the reservoir, carefully place little caps or plugs to cover the master cylinder until it is reinstalled. Do this carefully, but don't fret if a small amount of fluid drips out.

It goes in just like it came out, so in the words of service manuals around the world, "installation is the reverse of removal."

Once the new part is installed, you'll need to add new brake fluid (never try to reuse the old stuff) and bleed the brakes. Now you're ready to go!

Financial Report, 31st year, ending 12/31/10

Balance carried from 2009	\$1197.36	Expenses:	Postage	\$685.73
Annual dues paid for 2010	\$928.00		Costs of Production	\$1346.35
Income BOR CD version	\$240.00		Website	+ \$35.88
Income BOR printed version	<u>+\$262.00</u>	Total Expenses:		\$2067.96
Total into General Account	\$2107.00			
Less total 2010 expenses	<u>-\$2067.96</u>	Copier Replacement Fund:		
Balance carried from 2010	\$39.04			
Annual Dues Prepaid	<u>+\$677.00</u>	Balance: 12/31/09		\$326.05
Available in General Acct.	\$1236.40	Balance: 12/31/10		\$326.05

For this financial report, I followed the same format as the previous year that Ed Parsil had submitted. The amount is broken down into income for year 2010 and all expenses are subtracted off. Any club dues paid in advance were placed into the general account.

Overall, since the start of year 2010 there has been a considerable amount of new members. A little over 30 people have joined the club, but at the same time a few have left. I have had a very steady number of printed newsletters to send out each month. The original printed newsletters, for many years were sent out in black and white. When I took over the duties of writing the club newsletter at the beginning of year 2010, the newsletter changed over to full color for each of the 4 issues. I was able to research and find a printer that would be able to provide cost effective printing in color. The cost of the ink does push the expenses up considerable. Compared to the previous year, printing in color appears to only cost about 32% more compared to doing the newsletter only in black.

The main reason is that color printer requires 4 colors instead of just black. The upside for the expense report is that I have enough ink currently on hand to print at least one printing of the newsletter, and possibly enough to print two issues.

The post office has been very generous this year by not raising the postage rates on stamps, and this has helped keep mailing costs down. Another big aid in keeping postage costs down is that a lot of new members have decided to have the email version of the newsletter.

In addition to regularly printing the newsletters, I have been able to take care of printing the Book of Reprints. I have only printed up a few, but they also contribute funds to the club. Most of the expense is quickly used up by the cost of printing and shipping it. The Book of Reprints CD does cost less to make compared to a printed book, but in the end they cancel each other out.

At the end of the 2010 fiscal year the club account managed to break-even. After all income and expenses, only a meager increase of \$39 materialized. With such a small return, I did not contribute to the copier replacement fund. At this time the printer I have is only one year old, I hope to get many useful years out of it. In the future I hope to contribute to the copier fund to ensure that the funds will be there if required.

In conclusion, I would like to thank all the members for helping to contribute to the club and it is a big help when members pay their dues several years ahead of time. I know 2010 was a tough year, I am very glad everyone has stuck with the club and hope to continue to make it a success. Year 32 here we come!

Respectfully submitted, Brian Kliment

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?=-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 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: Subaru 360 body, rough with misc. parts with 2 copies of reprints plus other materials: \$75, OBO. Thanks. Please call John Baize at: 316-650-3567 112 N. Washington, Hillsboro, KS 67063 jbaize3@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: 1970 Van for sale in New Jersey. Van is a project. Doesn't run. I have title. All glass is good. I will have pictures soon. Make offer. 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

*Car For Sale: 1967 Amphicar, Late model, serial number 106522601, Red exterior with white convertible top and white & charcoal trim upholstery. Black crinkle dash. All correct. Nearly perfect. \$55,000 Terry Cassem 8324 62nd Ave. SW Lakewood, WA 98029 (253) 584-4742 terrycassem@comcast.net

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 60614 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: Passenger side brake drum in decent shape, or all four if the don't want to sell just one. Mine has some pretty deep grooves. Bryan Jackson, lostpoet1972@gmail.com or 304/935-1038.

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 and also front bumper for young sedan. Marc Boulay, 777 Mile Square Rd., Pittsford, NY 14534 585-820-3315 ajsamantha@aol.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@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

Deadline For Classified Ads For Next Issue --- May 31, 2011

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

Roster update, 03/15/10 - **Changes Are In Bold Type -- New members have an asterisk by their name.**
Deadline for June Issue (articles, ads, address changes, etc.) is May 31, 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)

*3/12	Albert Albarico, 38962 161 St. East, Palmdale, CA 93591				zmann240@yahoo.com
*3/12	Blanca Barbosa, 2663 Bressi Ranch Way, Carlsbad, CA 92009				blancabarbosa2003@yahoo.com
*4/12	Steve DeLuca, 215 Columbus Ave, Hawley, PA 18428				torinoproject@yahoo.com
*3/12	Eloy Garza, 31 Homeacres Rd., Wapato, WA 98951	509-406-2178	69 van		smackahoe@gmail.com
*3/12	Randal Huizenga, 17759 Bernard Drive, Orland Park, IL 60467	224-625-8211			chicago_cop@hotmail.com
*2/12	Bryan Jackson, 144 Wilfred Way, Elkview, WV 25071	304-935-1038	2 sed		lostpoet1972@gmail.com
*2/12	Blair Nelson, 2107 Edgewood SE, Grand Rapids, MI 49546	616-450-2820	70 sed		nelsonblairdogg@aol.com
*2/12	Larry & Kim Sheets, 0980 E. 250 S., Knox, IN 46534	574-772-6388	2 sed		klsh90@yahoo.com
*3/12	Amy Marincel, 1012 N. 20th St., Superior WI 54880	218-355-1445	70 sed		amym@fisalter.com
4/16	Kevin McKillip, 20276 Domaine Place, Anderson, CA 96007	530-365-8782	69 sed		noahfence1@yahoo.com
*4/12	Pablo Rodelo, 2001 S. Joan Dr., Hacienda Heights, CA 91745				prodelo@hotmail.com
*3/12	Scott Sanchas, P.O. Box 125, 73 Turkey Shoot Rd., Acworth, NH 03601				scott.sanchas@yahoo.com
*3/12	John Smith, 4300 Goddard Street, Ft. Worth, TX 76111				goldwingowner1983@yahoo.com
*1/12	Mark Vincent, 29 North Street, Bishop's Stortford, Hertfordshire, CM23 2LD, England +00441279 466227				stortford@eurolet.co.uk
*2/12	Jerry Williams, 607 South C. St., Oskaloosa, IA 52577	641-673-6479			jdbawill@mahaska.org
*3/12	Donald Young, 710 Kristen Ct., Santa Barbara, CA 93111				geekauto@yahoo.com
1/14	Fred & Mary Zampa, 6369 Houston Rd., Macon GA 31216	478-785-0275	70 sed		fredzampa@yahoo.com