



23251 Hansen Rd., Tracy, CA 95304

Newsletter, Vol. XXXI, No. 2

March 2010

After 30 years, Ed Parsil decided it was time to pass on the duties of publishing the "Subaru 360 Drivers' Club" Ed deserves a "Big Thank You" for the years of dedicated service!

Last year Ed started soliciting for help with the newsletter and I offered to help out. The newsletter now has a new look thanks to the acquisition of a new Xerox printer with color capabilities. The new goal is to solicit more input from the club members. In this issue is a story about my first car show experience with my 360. I'm sure our members have all sorts of interesting stories. If you would like to share your stories whether it be experiences, technical, or products you like, send it to me. I am also looking for pictures of your car(s). Email them or send them via snail mail. Understandably we are limited for space in each issue, but it would be nice to have a selection to draw from. We also want to maintain the regular features of the newsletter: news, technical articles, classifieds along with changes/updates to membership. This issue also introduces a new humor section "Life With My 360". Ed Parsil will still print copies of the "Book of Reprints" and can help with technical questions. Jamie Thomas helps out with the maintenance of the club website.

I myself own 4 Subaru cars, my oldest car is a 1968 360 sedan auto-clutch. Two of the other cars are 360 deluxe sedans, having VINs later than the '68. The auto-clutch is a good driver car that has been together most of its life and is close to original spec. The two later cars are in non-running condition, one of which I have slowly been working towards restoring in my spare time. My fourth car is a newer 2004 Impreza 2.5rs that I use as a regular everyday car. During the daily grind I work at an auto shop performing oil changes and installing new car tires. I hold an Associate of Science degree in Automotive Technology from Las Positas Community College in Livermore, California.

I have been working to update the club roster and mailing lists trying to make it as correct as possible. If you have noticed any errors in your name, address, or email address, please contact me by snail mail or email so that I can make corrections. With the previous newsletters, I had several email addresses returned as undeliverable.

The fiscal report from year 2009 was of great improvement over 2008. The page attached in the newsletter has a breakdown of the costs for the club newsletter. The club dues will remain the same at \$8 per year.

In memory:

Kimberlee McDonald passed away on October 12, the wife of Mark Pobanz. Mark and Kimberlee have been with the club almost from the beginning and they helped to host several of the shows when they were in California.

Bob Lytle in Arizona, another long time member of the club passed away in December. His son-in-law David Greenlee has taken over his membership and the ownership of his Subaru.

My 360 Story

I acquired my first 360 a little over three years ago. The first time I saw it, it was leaning towards the right with a flat rear tire. The car showed pride of ownership with a shining red and white paint job with blue wheels echoing the bicentennial paint schemes of years past. The brakes had developed a problem and the car was retired to the garage where aging also started to attack the fuel system. I immediately fell in love with the car and it was on it's way home the following week.

After contacting Ed Parsil about my new project, he recommended my purchase of "The Book of Reprints." I found this information invaluable as it pointed me in the right direction in understanding the 360 braking system. My new acquisition unfortunately had a previously attempted repair in place utilizing a combination of VW and Subaru parts. It was amazing what I found in the buckets of spare parts that came with the car. I found all the original pieces I needed! The only outside parts needed was a VW boot kit for the master cylinder and new linings for the rear brakes. While waiting for parts, the gas tank was removed and given the "POR15 Fuel Tank Sealer Treatment." The fuel line and carburetor had appropriate baths in carburetor cleaner. A Sears DieHard Lawn and Tractor battery next on the reinstall list and before long the car was ready for it's grand re-awaking. With considerable cranking and more cranking, a battery recharge and lots more cranking, a tiny wiff of blue smoke appeared. The next crank resulted in literally an o-ring of smoke coming from the tailpipe and the car started to disappear in the the smoke filled garage. It was alive; "nothing like the smell of two stoke oil in the morning!" The car then received a thorough scrubbing and wax job. The blue wheels evolved into red hubs with white rims with new inter tubes filling the interior space.

The next great challenge, driving. My car was built in late 1968 as a three-speed auto-clutch model. The action of shifting is accomplished by a large electromagnet that acts to engage and disengage the clutch by means of a switch built into the shift knob. The car has a steep learning curve while learning how to drive with its "special" clutch. I even found the "secret" switch under the dash that adjusts the sportiness of the shift??? Once I had mastered the operation of the clutch the car is a breeze to drive.

During my short time of ownership, I have found that 360s really attract a lot of attention. This is especially true when a Subaru 360 is taken to a car show of any kind. The town I live in is decent in size with a population of about 100,000. When you attend a local car show or even a meeting at a burger joint, most of the cars that show up tend to be a "typical" car from the muscle car era or hot rods from the 30's and 40's. These cars by themselves are unique and interesting but when parked in a large group they tend to blend together. When I first took my car to a "charity all comers show" at a local city park, about 400 cars showed up. I made sure to arrive early at the park, as the best parking spots get picked first. As the day progressed, I was quite amazed at the crowd of people that always seemed to be around my little car. The barrage of questions was never ending. I could tell I was getting the "evil eye" from surrounding hot rodders. The following day, guess which car was in the newspaper?

The most memorable car show so far has been when I took my 360 to the 2008 Japanese Classic Car Show down in Irvine, California. When I first arrived I inquired about where the Subarus were going to be parking. I was very hopeful that I would be able to find another car similar to mine. Surprise surprise, I was the only Subaru in the entire show and they gave me a prominent parking place by the entrance to the show. Once again crowds of people swarmed around including "Summo Wrestlers!" Along side of me was a was a Mazda 360 owned by Jon Eisen. He happens to be a member of our 360 club too. He told me about the Subaru 360 cars and a Subaru R-1 he has owned. While sitting and chatting, I noticed a commotion around my car. There, posed leaning over my car, was Jay Leno! Subie Sport magazine was taking a picture of Jay Leno with my car! Needless to say, Mr. Leno was real gracious and posed again with me and my car...a day I will never forget! Just in case you were wondering, Jay Leno was seen leaving the car show in a right hand drive 1960s Honda s600 convertible.



Remember, if you have an interesting story or just the story of your car, I would like to hear from other members in the club. It would also be helpful to send one or two high quality pictures of your car. Some of the most unique stories may be reprinted in the future issues of the club newsletter.

Life With My 360



I guess I went to the wrong body shop.....I couldn't understand what they meant when they said "they accidentally used the wrong paint reducer!"



Subaru AT SEMA

Once a year in November, there is a large car show known as "SEMA" that takes place in Las Vegas, Nevada. It stands for Specialty Equipment Market Association. The trade show is host to many automotive specialty product companies that attend the event each year. At the show, aftermarket manufacturers assemble specialty project cars to showcase their latest offerings. A large amount of vehicles are used to help showcase companies' new products. Some of these vehicles are used to demonstrate a new paint procedure, new body modification kit, new type of wheel, and of course engine modification components. Many of the cars consist of new release models that are just becoming available at car showrooms, however numerous classic and custom vehicles can also be found at the show.

At the last SEMA show, Subaru had a vehicle on display that was a bit more unusual than what would normally be found within the show. A Subaru 360 van had managed to sneak into the show at the Subaru of America booth. The van was purchased from the previous owner who lived in California. The van was found by a representative from the Subaru of Las Vegas car dealership. When the van was originally acquired, it was in "excellent condition" according to Marketing Coordinator Yujiro Otsuki. Subaru of Las Vegas had the van cleaned up, repainted the exterior white, installed vinyl graphics, and re-upholster the interior a tan color. The exterior has a "SPT" logo to signify Subaru Performance Tuning. The van's intention is to pick up and deliver performance car parts. It should be noted that the performance parts are intended for the current incarnation of the Subaru cars, as adding an air intake to a 360 will not likely yield another 10hp. The car is an excellent example of what a "resto-mod" can be. A resto-mod is a preservation of a vintage or classic car, whereby the mechanicals remain unchanged, but the exterior usually receives new paint, the interior is redone in new trim or similar to the original, and the wheels are also usually updated.

Thanks to Steven Michelsen for providing me with the picture of the van.

Removing the power unit from your Subaru 360 may sound like a job you don't want to tackle, but it is not hard at all, and can generally be done in about an hour once you have the equipment lined up.

EQUIPMENT: Sockets and box wrenches, 17, 14, 12, 10, 9 & 8mm, wire cutter, + & - screwdrivers, oil drain pan, clean 2-qt. bottle, funnel, 3 paper coffee filters, rags, 2 floor or scissor jacks, 2 stands, and something to support and roll the power unit out on. First time I used a mop bucket on casters, since then I have used a hand truck from Home Depot that can lie down on 4 wheels. I bolted a piece of heavy iron plate just above the lifting plate, about 18" high and wide enough to rest on the 2 upright bars. A transmission jack works if you have one.

Remove the cables from the battery

Remove the 2 trap doors (Sambar) or Rear seat-back and 2 trapdoors (sedan)

Remove the under cover (if you have one) – sheet metal below power unit, bolted to chassis.

Remove the "diagonal member" that connects the rear cross-member to the left side of the chassis

Drain the transmission into your drain pan – 17mm plug on right and 14mm plug on left side at bottom.

Drain the oil tank – put funnel with coffee filters in clean 2-qt bottle, remove banjo bolt on oil pump.

Remove the rear bumper

Sambar only: Disconnect the wiring to the engine door, remove ONE hinge, slide door off the other hinge.

Sedan only: Disconnect the rear hood latch and hood cable clip from the rear skirt.

Remove rear skirt

Remove muffler (all) and pre-chamber (sedan).

Remove wing nut from clutch cable end, then 2 nuts that hold cable bracket to transmission, pull cable loose

Remove cable ends from clutch and accelerator linkages at carburetor.

Remove the fuel line from the carburetor (all) and vacuum line from intake manifold (sedan)

Remove the 3 bolts that hold the lower duct to the fan housing, and upper band from the rubber duct, pull out

Remove the red hose that connects the exhaust manifold to the heater system.

(Sambar only) Remove the vent hose that connects the battery box to the engine shroud

Put the shifter in REVERSE and remove the nut, bushings, plate, and shifter rod from the transmission.

Remove the 2 wires that connect to the backup lite switch which is just above the shifter linkage

Remove the small wire that connects the coil to the distributor, at the distributor

Remove the big wire from the center of the distributor cap, leave it connected to the coil

Remove the generator from its bracket, leave wires connected, stand generator on a box beside the vehicle.

Remove the nut from the starter solenoid, remove the 2 wires it holds on and wire that slides on the solenoid

Remove the rubber hose (Sambar) duct (sedan) that conducts air into the air filter.

Now place the 2 jacks under the frame (Sambar) chassis (sedan) just in front of the rear torsion bars. Jack the vehicle up until the tires clear the floor. Use stands for the next step.

Get under the vehicle and roll back the spring from the big end of the left axle boot. Leave the small spring in place. Hold the boot in one hand and turn the wheel with the other hand. As the axle turns, slide the boot away from the transmission about 6". Then cut and remove the safety wire from the 2 axle bolts. Remove the bolts with a 6-point 9mm box or socket wrench. Then get out from under the vehicle and sit on the floor beside the rear wheel. Put one foot against the power unit, turn the wheel and pull it back toward you until the inner end of the axle pops out of the differential and moves to the outside of the sleeve that held the axle boot.

Repeat this procedure on the right axle. Then remove the 2 nuts that hold the front engine mount to the chassis (Sambar) or the 2 nuts that hold the flange attached to the front engine mount (sedan). Remove the stands.

Jack the vehicle high enough that you can slide your rolling device under it. Then lower the vehicle until the rolling device just supports the weight of the power unit. Remove the 2 bolts from the front engine mount bracket (sedan). Remove the 4 bolts that hold the rear cross-member to the chassis, and slide them back far enough to clear the cross-member. Now jack the vehicle up, and pull the power unit on its rolling device out from the back, using the rear cross-member to guide it. Get some help, and lift the power unit onto a bench to work on it.

STUFF YOU CAN DO ON YOUR SUBARU 360 WITHOUT REMOVING THE POWER UNIT: (405)

While it is necessary to remove the power unit in order to work on the insides of the transmission and the differential, most other operation can be done with the power unit in place.

Any operation on the top end of the engine – heads, pistons, cylinders, etc. is easy to do with the power unit installed. Just remember to remove cylinder and piston #1 (clutch side) before removing #2 cylinder and piston. And install #2 side first before installing #1, so you can get at the cir-clip and wrist pin.

Of course all the components of the exhaust system, including manifold, and fuel system, including intake manifold, are easy to remove and install with the power unit in the vehicle. The truck/van fuel pump is easiest to get at if you remove the intake manifold first, and probably the starter too. When removing the generator for access to other parts, leave the wires attached and set it on a box near the right side of the vehicle.

The clutch assembly is easier to remove than on just about any other kind of car, because the clutch is on the END of the engine and transmission, instead of sandwiched between them. You can read how to do this on P. 4 of the Book of Reprints so we won't repeat it here.

You can also get to the sprocket gear by removing the clutch housing while the clutch is out, in case the nut comes loose on it.

You can also get to the other 2 transmission nuts on a 4-speed, which are inside the overdrive cover. This requires first removing the fan assembly and crankcase end plate, as described below.

It is generally easier to remove the crankshaft with the power unit out of the vehicle, and when I had my 30'x30' garage on Grady Av. I would do it that way. In our present Circle X location, with a tiny garage built for a golf cart, I have no room to pull the power unit, so when a piston skirt began to disintegrate in my van a couple of years ago I took the entire engine apart, including crankshaft, with the power unit still mounted in the van.

This requires removing the Clutch (see P. 4 of the Book of Reprints) and removing the fan assembly. To remove the fan assembly. You need to remove the muffler (and sedan pre-chamber), then the lower air duct and rubber duct (see #15 on previous page). If you are doing an engine job you will already have removed the 2 engine shrouds. Poke a large screwdriver thru the opening in the fan shroud that connects to the engine shroud, and put it between 2 of the vanes on the fan. The fan is aluminum, and the vanes can break off if there is too much strain put on them, so position the screwdriver as tight against the solid disc of the fan, where the vanes attach, as possible.

Then use a 19mm socket wrench to remove the big nut from the fan hub. Generally the fan will pull right off when the fan nut, lock washer and flat washer are removed. If you can't pull it off by hand, there are 2 tapped holes in the hub that will fit 10mm head bolts used in a generic steering wheel puller.

Once the fan is off, there are 6 10mm head bolts that hold the fan shroud to the crankcase end plate. Remove those bolts and the fan shroud. Then remove the crankcase end plate by removing the 4 bolts that hold it on. While this plate is off, check the seal in the center of it and replace it if necessary.

With all this removed, as well as the clutch assembly, clutch housing, cylinders, cylinder base gaskets and pistons, starter and generator, you can remove the banjo bolt from the center of the front crankcase half and the 2 9mm head bolts that hold the oil pump in place, and let the oil pump and hose hang down. The front crankcase half can then be removed by removing the 12 allen-head crankcase bolts. The easiest way to separate the crankcase half from the main case is to grab both ends of the crankcase and shake it, while pulling it toward you as you sit behind the vehicle. Before reassembling, read all the articles indexed POWER UNIT/REBUILDING in the BOR.

Thanks to Ed Parsil for the article.

Financial Report, 30th year, ending 12/31/09

Balance carried from 2008	-\$262.52	Expenses: Postage	\$1288.31
Annual Dues paid for 2009	\$1868.00	Costs of production	\$922.81
Received for Reprints	\$724.00	Website	\$36.00
Other income	\$5.00	Member items	\$0.00
Total into General Account	\$2334.48	Total Expenses	\$2247.12
Less total 2009 expenses	\$2247.12		
Balance carried from 2009	\$87.36		
Annual Dues Prepaid	\$1110.00	Copier Replacement Fund:	
Available in General Acct.	\$1197.36	Balance 12/31/08	\$1055.10
		Paid for Xerox copier	\$729.05
		Balance 12/31/2009	\$326.05

Owed by Frank Acevedo to Club Parts Depot: 9 piston sets (or \$1035.00)

I am happy to say that we covered expenses AND PAID OFF THE DEFICIT in 2009, thanks largely to the fact that more and more members opted to get the email version of the Newsletter. Expenses for postage and production costs were way down from 2008! The new copier will also do color pages, but these cost more to do; so in the email version there are a lot more pages in color than in the printed version.

The biggest weakness this year, which could put us back in the red quickly if it continues, is the absence of dues from many members who get the email version. We have not dropped anyone for this, because it is harder to notify email receivers than printed mail receivers that their dues have expired. If your listing on the December roster has a \$ in the first column, please email Brian subaru360club@gmail.com and he can tell you how far back your membership expired. As of 12/31/09 there were 82 email members who were behind on dues, so if you might be one of them please email Brian even if the \$ did not show on the roster. Please remember, all dues now go to Brian Kliment as do all new membership applications, Newsletter articles, classifieds and changes of address.

I will continue to do the printed versions of the Book of Reprints and Factory Shop Manuals. If you order any printed manuals or BOR separately from a new membership, send checks for them, and mailing info, to me. If you order the BOR with a new membership, whether printed or CD version, or the CD version alone, Please send the check for everything to Brian.

Thanks again to those who have paid dues for several years at a time! This helped us get through the postal increases and gave us funds to continue even in the years that our expenses exceeded current dues paid.

Thanks also to everyone who contributed in the past to the COPIER REPLACEMENT FUND! This made it possible for Brian to get a copier that will also do color pages, and print b/w for less per page than less expensive copiers - which will save the Club money in the long run.

Respectfully submitted, Ed Parsil

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 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: 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 and use the good parts. Time is limited as I am moving and will lose storage. Charles Kepley, 7225 N. Oketo, Chicago, IL 60631 773-631-2346

Possible For Sale: Member emailed me information about a parts car that was found. He said the owner may consider selling the car. The car is located in English, Indiana. The owner's name is Mike Zeller, and his number is 812-739-4303.

Parts For Sale: New reproduction truck/van AND sedan windshields are now available, \$250 + \$25 crating + FedEx ground actual shipping cost. New Subaru 360 replacement windshield weatherstrip (all models) \$25 + postage. Reproduced 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: 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: For Subaru 360 sedan - Complete gauge cluster \$50, R&L door latches and window regulators, 2 front drums, 1 rear drum, F&R hoods, rear apron, steering wheel w/ horn button, coil, voltage reg. and lots more, \$10 each + postage. Darrell Smith, 1412 SW 25th St., Blue Springs, MO 64015 816-812-1965
darrell@backinthedaymotors.com

Parts For Sale/Swap: 2 rear brake drums, 2 front sedan drums, \$25 each. Want truck door pocket, star cluster, bumper bolt. Rex Brown, 1804 Cedar St. #3, Forest Grove, OR 97116 503-359-9186 rexbrown@comcast.net

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: 6 Subaru 360 TRUCK/VAN front brake shoes, new or reliable. Relining shop MELTED the 6 I sent them. Will pay up to \$25 each or \$50 pair, even if you have just one; 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
knsweger@mc.net

**Deadline To Submit Classified Ads For Next Issue - May 31, 2010 - Send to:
Brian Kliment, 23251 Hansen Rd., Tracy, CA 95304 subaru360club@gmail.com**

Roster update, 3/15/10 - **Changes Are In Bold Type**

Deadline for June Issue (articles, ads, address changes, etc.) is May 31, 2010

Annual Dues: \$8 Prepay thru 2013 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)

11	John Baechler, P.O. Box 110, Iliamna, AK 99606	907-571-1525	70 sed	jjbobe@yahoo.com
14	Wally & Bev Arends, 9641 Mormon Creek Rd., Sonora, CA 95370	209-532-9641	69 pu	bev@OKLumber.com
L*	Rob Bevington, 27 Vista Solano Dr., Los Lunas, NM 87031	505-203-6528 afr. 7pm	70 van	rob20001955mg@cs.com
	Larry Ellis, 1434 Peachwood Dr., Encinitas, CA 92024	760-840-9408	70 sed	MGDV8@hotmail.com
L*	Ken Thomas, 2751 W River Drive, #1624, Sacramento, CA 95833			kdthomas@gmail.com
11	Mike & Lois Burke, 13805 E. Hemstock Rd., Rochelle, IL 61068	815-562-8688	70 sed	mike.burke@yahoo.com
C L*	Ray & Anne Hilofsky, 2612 Cooper Ave., Springfield, IL 62704-1105 *Founding Member*			rfhilofsky@yahoo.com
	Steve & Lori Enderle, 701 S. Maple St., McPherson, KS 67460	619-446-6533	*Parts*Help* 69 pu	shepherdfinder@yahoo.com
11	Jack & Sharon Ulrich, 2761 Hutton Rd., Kansas City, KS 66109	913-334-7052	70 sed	shaulrich@att.net
11	Dave Woods, 164 City Depot Road, Charlton, MA 01507	508-248-5154	69 van	dwoods164@yahoo.com
	Tip Sivilay, 4601 Maryland Ave. N., Crystal, MN 55428	763-531-9091	70 sed	tipsivilay@gmail.com
	Drew Kreidelkamp, 720 E. Main St., Valley City, ND 58072	701-845-3079	70 sed	Droomiester@gmail.com
11	Carol A. Lyons, 111 Weber Hill Road, Mahopac, NY 10541	845-621-0131	66 sed	carol_lyons@hotmail.com
12	Bobby Moulton, c/o National Pawn, 2334 Guess Rd., Durham, NC 27705	919-880-2070	70 van	moultonbob@yahoo.com
L*	Mark Pobanz, 37131 Kendrick Circle, Palmdale, CA 93550	*Help*	69 sed,60 metro	Mark.Pobanz@lacity.org
	Michael A. Joslin, 1191 Lake Rd., Conneaut, OH 44030	440-812-0556		mjoslin1@Suite224.net
	David E. Scott, 5935 Green Ridge Rd. SE, New Philadelphia, OH 44663	330-343-2978	69 sed	descott@hotmail.com
14	Rich/ Cheryl Ritter, 4968 Flamingo Dr., Pittsburgh, PA 15236	412-882-2070	69 sed, 59 Fiat	rittercjr@comcast.net
\$	David Scatena, 16 Highbury Rd., Cheswick, PA 15024	412-826-1569	H-600	djscantena@verizon.net
	David Greenlee, 2318 Megan Way, Arlington, TX 76016			daveg@airmail.net
11	Godis Sanchez, 9140 Omelveny Ave., Sun Valley, CA 91352	818-253-1466	69 sed	godissanchez@yahoo.com
12	Marty & Nevena Snortum, 2905 Pershing Dr., El Paso, TX 79903	915-562-1114	70 sed	edgeoftexas@yahoo.com
	Doug & Lolita Miller, 304 Canton Stone Drive, Franklin, TN 37067	615-778-1787	69 sed	douglolitamiller@mac.com
\$	Scott & Gloria Karns, 200 Oak Hollow Cir., Hermitage, TN 37076	615-872-9706	69 pu, van, sed	divedogsk@comcast.net
12	Dale Adams, P.O. Box 1155, New Market, VA 22844	540-740-8008		daleyboy@shentel.net
	Ronnie Meaux, 2603 Lafayette Blvd., Fredericksburg, VA 22401	540-891-1875	70 sed	Ruggermo@yahoo.com
L*	Jamie Thomas, 5003 169th St., Bothell, WA 98012	*Parts*Website*		subiegal@gmail.com
	Reinout Van Beynum, Box 308, Keyport, WA 98345	360-908-5239	69 sed, 70 yng	reinout@comcast.net
11	Vaughn Wilson, 17617 S. Lois Dr., Cheney, WA 99004	509-448-3525	70 van	onewayyo@hotmail.com