

The Transporter

THE OFFICIAL NEWSLETTER OF THE LATE MODEL BUS ORGANIZATION, INTERNATIONAL- LIMBO

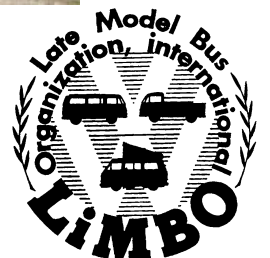
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Above: A COOL shot of buses lined up at the VW Classic in June. Photo by Stan Woltharth
Below: Gordi Davis' beautifully restored 62 Deluxe Microbus seen at the New Hampshire show.



Traveling in a Westy..
INSIDE: Looking for VW's in far and away places..
Attending German VW events...



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September 1st 2005

The Late Model Bus Organization, international is dedicated to the maintenance, restoration, and improvement of post-'67 VW Type II's including Vanagons & Eurovans! The only prerequisite to joining is enthusiasm for these great vehicles.

Membership in LiMBO (which includes a subscription to *The Transporter*) is \$25 per year (\$30 US funds from US bank for non-US members), 2 years is only \$48 (\$58). Make checks payable to LiMBO. PLEASE direct correspondence to the appropriate address listed below:

Editorial/ Submissions

The Transporter
C/O Jim DiGennaro
34 Summer Street
Adams, MA 01220
413-743-1814
editor@limbobus.org

Associate Editor: Events/Classifieds

Bill & Amy Monk
3 Oak Street
Mystic, CT 06355
(860) 572-2006
wmonk@snet.net

Membership, Address Change

Steve Paine
13 Cobblestone Rd.
Barnstable, MA 02630
nuvi@capecod.net

Website/ Internet

Philip Dlugolecki: LiMBO@limbobus.org

New Members

Back Issues:

Dale Ward (LiMBO)
9 Golden Hill Ave.
Shrewsbury, MA 01545
limbobus2002@aol.com

Local Rep. Coordinator

Kevin Kruger: kebonivan@aol.com

LiMBO-Mart Coordinator

Nevin Lescher: nesu@cox.net

Officers

President

Stan Wolfarth
29 Woodland Rd.
Wayland, MA 01778
stan.wolfarth@bentleypublishers.com

Treasurer

Glen Smith
30089 Hickory Drive
Mechanicville, MD 20659
cmoney@ameritel.com

Secretary

Mike Guilfoil
10 Meadow Parkway
Franklin, MA 01545-0166
mjpg21@excite.com

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Visit Us On-Line at: <http://www.LiMBObus.org>
(413)743-1814

General Email: LiMBO@limbobus.org
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Views through the Windshield

Hi gang,

In your hands is the third issue of *The Transporter* for 2005. The July- August issue. Its summertime, and so far its been pretty good around here. Lots of great camping events have happened and many more are still ahead.

West River Westys just happened and what a good time that was. The weather was great and the river was cool. Thanks Sue, Nevin and the gang for doing another great job. We'll have a report on that event next issue.

Inside this issue you'll find part two of John Reynold's story about camping out in the Pacific Northwest and part two of Joel Cort's travels through Europe, Russia and the UK. Gary Byers writes about some German events he attended last summer and some random photos thrown in from this summers' events.

I wanted to jump on my soap box here for a moment and vent about a subject that has been bugging me more and more lately. The price of Vanagons'.

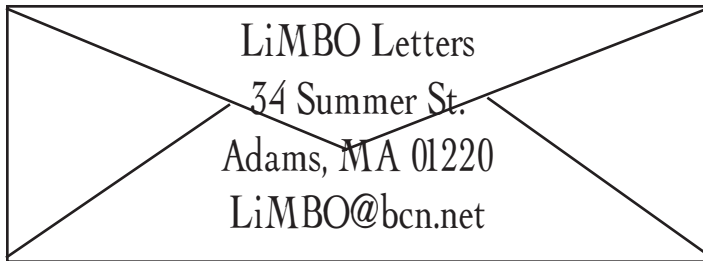
I keep my eye on the various bus related web sites and Ebay to see what for sale. I picked up my 67 bus after viewing an ad on 'The Samba'. Who knows, some bus may jump right out at me and I'll scream, "I gotta have it"!

The prices people are asking for Vanagon campers these days are, in my opinion, ridiculous. 25-30 thousand for Syncro campers, 20 thousand for regular campers. Unbelievable. They cost that brand new in 1991. I've seen mid 80's campers priced in the mid teens. For 20 thousand dollars, that bus had better be low miles and like new.

I've heard the arguments, I realize, that the Vanagon is a cult vehicle and they don't make them anymore, but come on. I just don't think that's good enough justification for that kind of money. Granted, I might add about 2-3K dollars for the 'cult' factor over what NADA (North American Dealers Association) says the van is worth. To most people, however, its just a used car.

I remember one Vanagon camper just a few months ago, it was a 1991 for 13K original miles asking 23,000. Now, I've seen that bus, it was beautiful. I'm not sure if they ever sold the

continued page11...



New LiMBO goodie...



Heavy Duty 16oz Glass (Beer) Tankards with black & white LiMBO logo, dish washer proof. You've probably had your favorite microbrew at your local pub in these same glasses and tried to stagger home with one under your coat. But now you can have one of your own! Only five dollars plus shipping. See page 8 for ordering details.

Hi Jim-

I just got back from Busfusion, had a great time, but man it was hot. Spent some of my time cooling off in the river. Met some great people, saw some really cool busses, a good time was had by all.

Just wanted to give you an update on my plans- I sold my house!! I listed it the end of April, accepted an offer on it 2 weeks ago, we close on June 29. I have been talking about selling out and moving into my van and going for a wander for over a year- it was always sometime in the future. Now it's here. Pretty scary actually.

The USPS hasn't offered me early retirement yet, I'm still hoping. I'd rather retire than quit, but I've made up my mind to go, one way or the other. I am going to rent a place just down the street from my house for a couple of months, plan on leaving sometime after Labor Day. We had such a long cold winter here that I fully intend to enjoy the great summer weather before I leave. First trip- Route 66 from Chicago to California. I won't go all the way into the LA area- I didn't like it 20 years ago when I lived in the desert and had to go in periodically, and I'm sure I won't like it now. (Hope the Angelenos won't take offense. Just my opinion.) Plan on wandering around California, Arizona, and maybe New Mexico for the winter, heading to Alaska for the summer.

I hope to be able to meet up with some other LiMBO members on my travels, go to some "Busses by the....." and hang out with like-minded folks.

Anybody with any ideas, comments, etc, can email them to me at <inmy83westy@yahoo.com>. A new email address for a new life. I'll keep you posted.

Barb Cotton
83 Westy

*Barb,
Sounds great. Keep us inform and send us some neat stories on your travels. We would love to hear about them. Will you have a website? Then most of us could keep up with your travels almost Daily. If not, why not use the LiMBO site to post to. <www.LiMBObus.org> We have a forum and photo posting area. You could have your own little area to log your travels. Talk with Phil, our Webmaster. <philipd@borg.com> Good luck -Jim*

Editors note: Not Really bus content, but interesting just the same.

MARS

The Red Planet is about to be spectacular!

This month and next, Earth is catching up with Mars in an encounter that will culminate in the closest approach between the two planets in recorded history. The next time Mars may come this close is in 2287.

Due to the way Jupiter's gravity tugs on Mars and perturbs its orbit, astronomers can only be certain that Mars has not come this close to Earth in the Last 5,000 years, but it may be as long as 60,000 years before it happens again.

The encounter will culminate on August 27th when Mars comes to within 34,649,589 miles of Earth and will be (next to the moon) the brightest object in the night sky. It will attain a magnitude of -2.9 and will appear 25.11 arc seconds wide. At a modest 75-power magnification

Mars will look as large as the full moon to the naked eye. Mars will be easy to spot. At the beginning of August it will rise in the East at 10p.m. and reach its azimuth at about 3 a.m.

By the end of August when the two planets are closest, Mars will rise at nightfall and reach its highest point in the sky at 12:30a.m. That's pretty convenient to see something that no human being has seen in recorded history. So, mark your calendar at the beginning of August to see Mars grow progressively brighter and brighter throughout the month.

Share this with others . NO ONE ALIVE TODAY WILL EVER SEE THIS AGAIN - Norman Peschke
<peschke@bloomingdaletel.com>

How I Toured Washington State in a Westy After Taking my Van Off The Road. (Part 2)

By John Reynolds.

The next morning we headed up to the Johnston Ridge Visitor Center at the end of the road, near the top. The trip up the mountain is long of the longest climbs that I have experienced; virtually all 54 miles are uphill. At the visitor center at the bottom, they had a spot where trailers could be left, they don't advise taking travel trailers to the top, but Vanagons have to creep up the mountain. Actually, I was able to just about maintain the speed limit. Let me degree here to the subject of engine conversions. I am sick and tired of water-cooled Vanagon owners referring to their vehicles is slow. Hell, spend some time in an air-cooled Vanagon Westy, now that's slow. I found this water-cooled pop-top weekender perfectly adequate. Perhaps if had been a full Westy, the added weight of the stove, fridge, propane tank, I would have found it slow, but as configured, even with all our camping stuff, it was fine, not quick or peppy, but adequate. Although there was one Toyota full of youths that yelled "Get off the road!" to me as they passed, but they got stuck behind another vehicle as I eventually caught up and filled their rearview mirror.

At the end of the road, you are 8 miles from the former peak of Mt. St. Helens. That peak was 1,312 feet taller than it is today. 8.8 billion cubic yards was blown away in the blast on May 18th, 1980. Talk about the force of nature, 40 miles away the river water was 100F after the blast!



Mt St. Helens

As we were standing on the ridge, 8 miles away from the former summit of St. Helens, you could look around and see dead trees lying like toothpicks! And this is 24 years after the blast! Life is coming back to St. Helens, but within 8 miles of the blast zone, it looks like the blast happened a year ago. The ranger at Johnston Ridge gave an amazing talk. Inside the museum were amazing stories of survival, and death, after the blast.

On the way down, we made a quick stop back into the Eco-Lodge campground to have lunch, and visit the horses that near nearby again. On the way out I finally made the classic Westy owner mistake - driving away with the pop-top up! Luckily we noticed it quickly and there was just enough room to pull over on this narrow road.

From here it was the big drive back to the Chris's yurt. After daybreak, Chris, Hong loaded up their Toyota Corolla and we took Orion in the Vanagon with us. The extra seating of this model over our Westy was really appreciated over the next few days. It felt funny to see our friends using a tent, while we used their van. We offered to switch, but they would not hear of it. A somewhat equally weird feeling occurred when they visited us and we lent our Westy to them and we were camped in Acadia Nat. Park in Maine, except this time we were in the tent. The twist though was that they had given us that van.

We headed to the true northwest to the Olympic Peninsula and the Hoh rainforest.

At the Hoh rainforest, we did a couple of the typical tourist well traveled walks, but they still should not be missed especially the Hall of The Mosses Trail. Besides with a small one with us, we had to set the pace accordingly. The Patriarchs of the Forest hike showed amazingly large trees



Camping in the Pacific Northwest. Note the rain fly and rain jacket

We camped next to the Hoh River; The campground was nice, but one would think that in a rain forest that there would be canopies over the picnic tables. Luckily I had hauled my Walrus tarp and poles, so we could get out of the inevitable rain, but the picnic table was, of course, already wet. We used the vinyl tablecloth was used on the bench to sit on. So take note, bring a couple of table cloths, one split lengthwise to put over the benches of wet picnic tables! We took a hike on Hoh River Trail, an 18 miler that ends at Blue Glacier, were climbing parties can set off to climb Mt. Olympus. We all walked a bit and then Chris and I spit off from the group to take an aggressive pace for a mile more or so. Despite a serious stride advantage over Chris (read - I'm taller), I struggled to match Chris's pace. That's OK, need to get in shape. In the campground that night, black tail came through at dusk, much to the kids and other camper's delight. Black tail deer look just like white tail deer, except that their tails are, well?.. black.

The next morning we drove down the amazing shoreline- La Push and Rialto Beach. On one of these beaches, there were piles and piles of driftwood- read logs. Picnic tables were even placed in the somewhat clear areas between all of the logs providing private alcoves shielded from the wind. We saw great flocks of pelicans flying by

and while the day was overcast, it was a beautiful sight. I was enjoying this new shore, but it also made me appreciate the sunny days and warmer water of Massachusetts. The Pacific Northwest shore on the rare sunny day must be a truly amazing place!

Chris & Hong departed, needing to get back home to the yurt, while we took our time getting back to Anacortes. We stopped at town of Squim and walked the Dungeness spit, here we saw seals in the surf, not too far from shore. My son shouted, "Look river otters!" I was sure he was wrong, since why would otters be playing in the surf, so close to seals and besides they would be sea otters anyway, it's the ocean after all. Well, I was wrong on both points. The really amazing thing is how far we were away from the otters, yet Dylan corrected identified them, when I thought they were seals. We ran down the shore to get a better look. Great animal spotting Dylan!

Back at the state campground, there were more black tail deer; a walk along cliffs overlooking the ferry route to Vancouver provided a few good ship sightings.

I wanted to sample Dungeness crab, and I thought I was in luck when it listed as a lunch special at the restaurant. Our smiles dropped when we were told that they had run out. While on the subject of lunch, we discovered a good cheap way to eat in Washington. We would stop at a popular supermarket chain (Safeway?) , in which, there is a Chinese buffet, sandwich shop and Starbucks. They also have 6 soups available. We would get one sandwich and one soup (Santa Fe Chowder was our favorite) and then one Frappicino or similar from the Starbucks and then my wife and I would share all of these in the Westy. A great, great meal for low money.

Next stop was Port Townsend, one of our favorite places on this trip. Now most people would like Port Townsend because of its revamped upscale down town. Kind of like a miniature Newport, Rhode Island or Jackson Hole, WY, but we fell in love with this town before seeing the downtown. In fact, we never even went down town. But in Port Townsend there is a working waterfront with a co-op shipyard. Here was plenty of wooden boats- a strong interest of mine. In another water front area, (All right, more than one waterfront!) There is the town marina and Pygmy kayak company. I test paddled a couple of their wooden sea kayaks (Coho and Artic Tern models) that you can assemble from kits. I've seen many kit kayaks, but Pygmy was one of the first, and I believe has the best kits in the market of any kayaks that I have seen. At one point after paddling the kayaks, I looked around and could see many VW vans. Three bay window vans, one being a camper, a Syncro by the boat shop, a couple of Vanagon Westy's and two Eurovan campers -how many places in the world could you see that!

Port Townsend also has a fantastic co-op supermarket. The hippie culture, that was strong here in the 70's, has grown up a bit without selling out; a great place. We camped at Fort Worden State Park on a peninsula at the far

North end of town. There was a small, fantastic seaside museum, the Port Townsend Seaside Museum, in an older building quite far out from land on pilings with a boardwalk going to it. Inside had been completely reburbished and it's modern collection of tanks and open pools with starfish and crabs contrasted greatly with the faded paint outside. It's a really great place that one should not be missed. There is also a small museum on shore as well. The next morning, we kicked around the piers during low tide looking for creatures and were surprised to see river otters frolicking on the docks not too far away from us!

The phone rang and Chris & Hong were wondering where we were. It was time to get back to the yurt to spend some time with friends. We did a day trip with them to Friday Harbor on San Juan Island, which was little touristy for me. However, a fantastic collection of boats held my interest and we visited the Whaling museum. There is a whaling museum in the town I grew up in, New Bedford, Massachusetts - depicted in Moby Dick. This west coast museum focused on Orcas, also referred to as killer whales. Here I found a t-shirt finally worth buying. It was north-west Native American drawing of a salmon, with no words, such as Friday Harbor or Joes's T's on it. Someday perhaps I'll live in Northwest and have a Syncro weekender Westfalia with a similar salmon print on the pop-top where Westfalia normally is located. Until then, I can only dream.

John Reynolds
kayakjr@juno.com

Suggested reading - Washington, by Don Pitcher, Moon Handbooks

Pacific Northwest, Lonely Planet

Epilogue -Since this trip, Chris has decided to sell his van -to me! Stay tuned for details of the cross country trip.



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Looking for VWs in Far and Away places Part 2

by Joel Cort (jcort@rochester.rr.com)

I had a good time overseas and enjoyed each country, but it was time to return home and plan for the annual fall camping event at Watkins Glen NY amongst the vibrant colors of Western NY.

My job took me to England in October spanning over a weekend. Right away I looked for any type of VW oriented activities around London and any VW contacts within my company. I was put in contact with Anthony, a co-worker in the UK with similar VW interests.

Anthony let me know about a couple of web sites and shows occurring during the timeframe that I would be in the UK. We met via emails and agreed to get together at these events and discuss VWs. I was in luck, the Split Screen Van Club (www.ssvc.org.uk) was having its monthly swap-meet / show at the legendary Ace Café <<http://www.ace-cafe-london.com>> in London's Stonebridge area, on that Saturday. Even more, on Sunday the "National Swap Meet 2004" <<http://www.britishvwevents.com>> was scheduled in the west London suburbs of Slough. Whoa! Two VW events on the same week-end. I was staying in the town of Uxbridge, located between these two events, so on Saturday morning I hired a cab and found my way to the Ace Café. The folks at Ace are very accommodating to all sorts of groups, starting out as a motorcycle hangout, it has evolved to entertain other functions and car enthusiast such as All Fords, all French, TVR and Triumphs as well as VW Air Cooled and our beloved Split-window VW vans for one day a month.

When I got there I was immediately welcomed with some very friendly VW blokes. There were probably more than 30 vintage Split window vans. Some were crusty and most were cherished, ranging in various years and setups. Several Bay-window vans and T25 Wedges (Vanagons/Caravelle) were also on display but this was truly a Split Window Show. There were also plenty of other great VWs parked around the Ace bringing people to the show.

Some of the beautiful examples of early VW Type 2 were on hand. Most were Right-Hand-Drive for the UK but there is a revival on importation from the US and the continent. It is really cool to have a California license plate on your van there. Gee, and we want the Euro plates here. So in comparing prices, the chaps in the UK think nothing of paying \$20,000 - 30,000 for a nice Splitty, precious metal indeed.

Anthony, I met up and we continued to ogle over the beautiful vans on the lot and parked around the Café. There was a Doka double cab Syncro complete with canopy and 16" wheels. I also spotted a 2.6i Caravelle imported from South Africa and lots of air-cooled beetles

all tricked out. We enjoyed lunch and some good English ale from the Ace Café and proceeded to meet more of the locals.

One of the local was Rikki James with his 54 Deluxe barn door and the founder of a spin-off group called "Busses With Attitude" (BWA). <http://www.ssvc.org.uk/bwa/> Several of the BWA were on display, but seeing them perform is probably a better way to distinguish them. These vans are tricked out with some cool race engines and transmissions to be able to qualify and run the quarter mile under 18 seconds. I suppose some of the US folks with Subaru SVX conversions may be able to qualify for BWA club. The BWA meet at various raceways and drag strips in the UK, the most famous being Santa Pod raceway (www.santapod.com).

Anthony and I parted and scheduled to meet on Sunday at the Slough swap meet. I left the Ace Café and made my way via double-decker bus and underground back to Uxbridge where I was staying.

Since it was a beautiful afternoon, I decided to go for a run around Uxbridge. On one of the streets, I spotted a blue and white van that I had seen at the Ace Café. I stopped and dropped off a note to the owner. We connected and discussed going to the Slough swap meet on Sunday. I was able to hitch a ride to Slough with Steve and Tina, my new friends. It was about 20 miles from Uxbridge to Slough and I got there in style. No not in a Jaguar or a Rolls, but in Steve's 64 slammed split-screen VW van.

The swap meet in Slough is considered a "small" meet for Brits. It was indoors, located on the floor of a skating rink gymnasium with dealers and individuals selling everything for a vintage van. We got there before 10 AM and the parking lot was already overflowing with all sorts of rides - of course some more cool vans. The arena was downstairs in the gym and from the overlook balcony it was an amazing view. Buyers looked like ants meandering around all the sales tables. You had to elbow your way to all the tables. There were brand new parts, VW books, T-shirts, old used parts and some stuff so rare that it was kept under glass and locks. I was tempted to pick up a crystal blumenvase but just did not have the 200 quids (~\$US 400) on me at the time. Most vendors specialized in Pre 67 parts or 68-79 parts and one vendor specialized in T25 (Vanagon / Caravelle) parts. I was able to pick up a set of Euro spec Hella tail lights for my van \$US30.

My friend and I had separated to go through the vendors at our own pace. I managed to meet up with Anthony again and the place was so crowded that we lost sight of each other after a couple vendors. I teamed up again with Steve and Tina and enjoyed a cup of coffee back at the Splitty while onlookers took pictures of this and other vans. We spent some time viewing all the vans in the parking lot and made our way back to Uxbridge.

What a great weekend for VW events. I was really lucky to be there on the right weekend and lucky to have made new friends with the same VW love and interest. The UK is rich in VW events and festivities. Probably because there are so many vans still on the road and still used as daily drivers. If anyone ever has the opportunity to spend some time in the UK you will not be disappointed with the lack of VW enthusiasm there.

There are some great weekend outings which everyone mentioned, such as the Run for The Sun in Newquay Cornwall, Sandy Balls, Vanfest and the Brighton Breeze. VanFest is by far the biggest event with something like 6000 vans and 500 traders. The best part is forming a convoy from the London area and other major town towards these destinations and getting cheered on most of the way there. These events are so popular that once you get there, all you will see in the distance are VW vans, aligned and parked on display, soaking up the sun and repelling the rain. - Joel Cort (jcort@rochester.rr.com)



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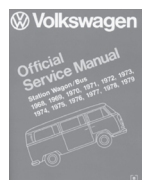
LiMBO Stickers are now available. Its black and White and uses the original LiMBO artwork. Its two inch in diameter and is static stick for years of use. It can be transferred to a new vehicle. Finally no more of the old logo stickers where the white background falls off. Comes to us from membership coordinator Steve Paine's Business, Cape Cod Impressions. So it has to be good. While supplies last! Price: 3.00 shipping included.

Book Deals

Dometic Vanagon Refrigerator Repair manual

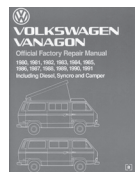
LiMBO has acquired the complete repair and part number manual for the Dometic Westfalia Refrigerator, 26 photo copied pages and spiral bound. This 'unofficial' VW dealer version covers lighting propane, operation, service and troubleshooting with fully detailed pictures. Complete resource to complete all repairs. Also includes VW tech bulletins updates. Price: \$13.00 (includes shipping)

We have secured a deal with the recognized leader in Volkswagen service manuals for club members to purchase Type II, Vanagon and Eurovan manuals at a significant savings off retail price while helping the club at the same time.



Volkswagen Station Wagon/Bus Official Service Manual Type 2: 1968-1979

by Volkswagen United States. This comprehensive manual covers numerous mechanical procedures including: power-assisted disc brakes, dual carburetors, fuel injection, suspension, transmission, and electrical troubleshooting and diagrams. It does not cover '74 and later Campmobile interior equipment. 464 pages, 753 illus./diagrams, softcover, 8-3/8" x 11"; \$34.00 (A 5.95 savings) plus \$5 shipping.



Volkswagen Vanagon Official Factory Repair Manual: 1980-1991

including Diesel, Syncro, and Camper, by Volkswagen United States. This manual is the same "professional format" supplied to authorized dealers in the U.S. and Canada. It's heavily illustrated and covers every aspect of routine maintenance and service work, including air and water-cooled engines and Westfalia campers. This one of a kind manual is the source for all your Vanagon repairs or questions. 1388 pages, 2295 illustrations, 247 pages of electrical wiring diagrams, 1216 item index, softcover, 8-1/4" x 11-5/8"; \$82.00 (A 17.95 savings) plus \$7 shipping.

LiMBO-Mart



Volkswagen EuroVan Official Factory Repair Manual: 1992-1999 This manual is the same "professional format" supplied to authorized dealers in the U.S. and Canada. It's heavily illustrated and covers every aspect of routine maintenance and service work, including Gasoline, Diesel, TDI, 5-cylinder and VR6, including Multi-Van and CV Camper. By VW of America. Two Volume set, \$155.00 (A 34.95 savings) plus \$10 shipping.

Eurovan Winnebago Repair Manual

LiMBO has also acquired the complete repair manual for the Eurovan Winnebago. 132 pages. Lots of good information to fix the Winnebago camper equipment. Including, fridge, furnace, electrical and plumbing. Only 20.00 (includes shipping)

LiMBO Beer Tankards

Heavy Duty 16oz Glass (Beer) Tankards with black & white LiMBO logo, dish washer proof. You've probably had your favorite microbrew at your local pub in these same glasses and tried to stagger home with one under your coat. But now you can have one of your own! Only 15.50 per pair (includes shipping)

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RANDOM SHOTS...



Armored plated Eurovan in Europe. photo by Joel Cort.



Buses at the Litchfield Bug in- Harwinton, CT. photo by Stan Wolkfarth



Buses stop at the Townsend Dam, at West River Westies..
By Tony Pelletier



Scott Castle's split window camper as seen at West River Westies. Photo by Nevin Lescher.



A Bay window bus at Mid-America's Fun fest. Photo by Norman Peschke

coming events

Coming Events is the place to get your bus or VW related event listed! Please send the vital stats: date, time, location, activities, costs, and contact person/phone number or address. Plan ahead and list your event **early** for maximum participation.

Send to: *Coming Events*,
c/o Amy & Bill Monk
3 Oak Street
Mystic, CT 06355
EMail: wmonk@snet.net

or
Editor@limbobus.org

Remember, participation in any LiMBO event or activity is strictly voluntary and at one's own risk.

Aug 6th (sat) Shrewsbury, MA- Volks-Vair Fair

Aircooled VW and Corvair show at Heberts Candy Co. 575 Hartford Trnpike. Rt 20 Shrewsbury, MA. 10AM- 2PM gates open at 9AM. Music, show and Swap and fun. Fee admission. Dash plaques to first 100 cars. Contact VW: Gerry Anderson 603-898-2874 Corvair: Steve Burns 978-663-5022.

Aug 7th (Sun) Windsor, ME- Vacationland VW club show.

Windsor Fairgrounds. 9AM-3PM. Show and Swap meet. Rain or shine. Music, games for kids and adults, valve cover races, giveaways. Camping available on site the nite before. Fee includes show registration. Info call: or email:

Aug 5-7th Brooklin, Ontario -Canada Buses Of The Corn

Buses of The Corn is a family event for VW bus owners. Camping, games and lots of fun. Bring your Splitly, Bay Window, Vanagon or Eurovan. If you don't have a camper, you'll have an "in-tents" experience at BOTC! www.busesofthecorn.com

Aug 11-14 Mt.Vernon,Ohio -Dixie Bus Gathering

The Ohio Valley Tribe of the Full Moon Bus Club sponsor this campout at Rustic Hills in Mt.Vernon ,Ohio. Located in Central Ohio,50 Miles North East of Columbus. fbiffath@mailingsolutions.com

Aug 21 (Sun) Terryville,CT- Terryville Bug-a-fair.

Lions Club Fairground, Terryville, CT. All VW show and Swap. Music, engine blow, RV races, Huge swap meet (As big if not bigger than Litchfield.-ed.), games and giveaways. 9AM-4PM. Camping available on site nite before. Proceeds benefit Lions Club charities. Contact Chuck: 860-283-5256 or Email VWsplitman@aol.com

****Sept 2-5 Bloomsburg, PA -Kamper near Knoebels V Indian Head Campground.** VW family campout with all the usual good stuff including caravan to Knoelbels Amusement Park and Sunday pot luck brunch. benbus@paonline.com Reservations: (570) 784-6150

****Sept 9-11 New Harbor,Maine- Buses By The Buoy**

This year at the Sherwood Forest Campsite. The days are still warm, but the nights are getting cooler. A perfect time of the year to go camping. Make plans to be here. Info: <vacvw@adelphia.net>. Campground info and reservations: Sherwood Forest Campsite, Pemaquid Beach, 9 Campground Circle, P O Box 189, New Harbor, ME 04554 (800) 274-1593 (207) 677-3642

Sept 16-19 Cape May, NJ. A fall camping event in Cape May, NJ.

To reserve a site (800)233-0150 ext19 speak to Allison and let her know you are with the VW group. Questions email: cfa288@aol.com

****Sept 25 Brookline, MA Transporterfest 2005**

Join us at the Larz Anderson Park Museum of Transportion near Boston for a fun filled day of VW's old and new, shiny and rusty, straight and oily we like them all. Air and watercooled classes, dash plaques to the first 100 entries. \$10.00 admission includes two museum admissions for adults (kids free) New parts vendor fee \$25.00/Used vendor fee free. Show 9:00 to 3:30. Huge raffle at the end of the day. For camping phone or email Stan. Call (508)651-3502, evenings 7-10pm. stan.wohlfarth@bentleypublishers.com

****Oct 2 Adams, MA -LiMBO Folding Party**

Jim DiGennaro lives in great area for leaf peeping and this is the perfect time of the year. Help stuff some envelopes and take the long way home enjoying the view. 34 Summer Street, Adams, MA 12220. (413) 743-1814 limbo@bcn.net

****October 1 & 2 Watkins Glen, New York - Westies at Watkins 2005**

Join us for the fourth annual LiMBO family campout at Watkins Glen State Park, on October 1-2, 2005. Discover the beauty of the Watkins Glen Gorge and beautiful surrounding Finger Lakes Region of New York. Activities for all, including hiking, caravanning, wine tasting, and campfire festivities. Optional activities include driving your VW Van on the racetrack at Watkins Glen Raceway. All vans welcomed not just Westfalias, but they must have a VW emblem. For more details and information on the campout and race track event contact Joel at jkort@rochester.rr.com or 585-377-4161

...Views continued from page 2

bus or not, but to me, that might have been worth it. But even that bus needed new tires, not from wear, but from lack of use. You would think for 23K he'd buy some new tires.

Don't get me started on insure it. No insurance company in the world will insure a car that NADA and insurance appraisers says is only worth 12K. I had a person the other day email me asking what to do about getting their camper insured for the money they paid for it. All the people they took the van to told them it was worth 12K and they had paid 20K. My advice was to find a Hemmings Motor news and see if one of those 'Vintage' insurance companies would insure them. It's going to be costly.

I was brought up around cars and its been the general consensus that a car doesn't really start to gain value until its 25-30 years old. Think about it, could you see yourself spending 6000 dollars on an 1985 Impala?

If my 67 was completely restored to like new condition, I'd be lucky to get 10K for it. I saw a 74 camper for sale and they were asking 4700. The photos looked good. Shiny paint, no visible rust. How come that bus wasn't more? Its definitely older and higher up on the cool factor scale. I'll admit, I wouldn't drive those buses everyday. Nice weather, weekend trips that's about it. I'd drive the Vanagon everyday. But still, there are a lot more vanagons' around than bay buses or split windows. And with high gas prices, even a full camper isn't a great everyday car.

Three years ago, I sold my 84 Escorial green Vanagon, with a fresh engine and paint job for 6,000. I thought that was quite a bit of money. The guy really wanted it and made me an offer I couldn't refuse. About a third of that money went to pay for the paint job. I put about 4500 in the bank when it was all said and done. It is a bit of a rare color. I've only seen a handful of green campers. The Beige and Scooby Doo brown one's were everywhere. I even had it 'tricked' out a bit, I put in the square headlights, stock alloy wheels, the little front spoiler from a 91 and upgraded the front seats and instrument cluster to later model units. It looked good, everything worked. It didn't need anything. Someone selling my Vanagon camper, today, with way it was then, would be asking 10K.

Today, 6000 gets you a 1985 camper with faded paint, rusted seams, ripped canvas, a part time fridge and a tired motor. Why are the Vanagons' so expensive? Is inflation getting that out of control? Or maybe the prices have always been high, and I've just happen to find the right deal at the right time. I don't think so.

I think its greed plain and simple. Someone see's and ad for a 89 Vanagon camper, its 7000 dollars and it looks good, average mileage, everything works, and couple of parking lot dings. Wow, this person thinks, if that guy is getting 7K for his, my 91 should be worth at least that, maybe more, its newer. Then the next guys sees' the second guy's ad and says, mine is even better and asks more. It snow balls from there until a 91 camper with 110K miles that needs a canvas and a front table is being auctioned on Ebay for 16K. I can't count how many times the word 'RARE' come up in ads and Ebay auctions. What so 'rare' about it? Oh, it has all the tables and curtains!

I realize that asking and getting are two different things, I think some people for get that. Just get as much as you possible can! Who care about the future. Its the American way!

Just remember not to set the bar so high, that next time, you won't be able to reach it! But I guess as long as there is someone out there that will pay, they'll be someone around asking the premium dollar.

That's it for now, see you around the campfire. Enjoy the rest of the summer. *Jim D.*

SPARE WHERE? By Nevin Lescher

As all Type III Vanagon owners know that the engineering proteges of Doctor Porsche and Ben Pon designed these vehicles very carefully with thoughts in mind on how to utilize the vehicle's design for the optimum use of it's limited space for placement of equipment and storage. Every inch of cubic space was used for something. As an example, the full size spare tire is neatly stored under the front passenger compartment and is easily accessed by lowering the hinged cover if the spare is needed to replace a flat.

I believe that today's VW design engineers did not take heed of their predecessor's designs when when they undertook the new Touareg SUV. What they did was deflate and compress the factory spare tire (195/80-R17) to save space under the rear cargo area and equipped the the vehicle with an on board air compressor to inflate it. Really, a very innovative and clever design concept.

But what happens when you get a flat on one of those 255/60-R17H out in the boonies?

After you inflate that compressed donut and install it, where do you put the tire that went flat? It will not fit into the spare's spot in the rear cargo area and if your Touareg is loaded up with camping gear on top of that spare, I don't think you would be a very happy camper!

So, no inflatable donuts for me. I'll take that full size spare that's easily accessible in my Vanagon.

Welcome New Members!

by Steve Paine

Randy Beeninga, Greensboro, NC (three Vanagon Syncro's)

Bryan Bouchard, Trenton, NJ

Carol Dykes, Montgomery, AL

Seth Gordon, Brooklyn, NY

Bill Jennings, Groton, MA ('68 Westy)

Gerald Livingston II, Groves, TX

Alexis Martin, Newton Centre, MA

James Richard Moore, South Windsor, CT ('70 Westy)

John Moyes, London, Ontario

Patrick Noveski, Carpinteria, CA

Christopher Pierce, Montpelier, VT

Daniel Sumy, Cheshire, MA

Mike & Debby Vance, Asheville, NC ('87 Westfalia)

Warren Woods, Wenham, MA ('90 Weekender)

The Swap Area

Club members may submit as many Available or Wanted ads as they would like for no charge. All entries must be written out as you would like them to appear in the newsletter and re-submitted for each issue they will appear in. **Repeat ads** are subject to editorial considerations and are not recommended. Include a name, state, address or telephone number. Remember, there's probably someone out there who has what you want or wants what you have! Please limit ads to less than 100 words.

Submit ads TO:

LiMBO Classifieds
c/o: Bill & Amy Monk
3 Oak Street
Mystic, CT 06355
wmonk@snet.net

Submit ads Via the Internet:

<http://www.bcn.net/~limbo/classifiedform.htm>

AVAILABLE: 1984 VW Westfalia, has 135543 miles, 4spd, engine does not over heat or burn oil, a/c need recharge. Located in North Central Florida. \$3500.00 b/o Michael Morrell (352)528-2054 FL

AVAILABLE: 1981 VW Vanagon 7 Passenger, engine complete not frozen, body fine, needs resto, has title. \$450.00 Michael Morrell (352)528-2054 FL

AVAILABLE: 1967 VW Westfalia, turquoise/white, black interior, "custom", alpine am/fm cassette, 6 cd player, amp and speakers, everything is new or rebuilt. Located in Pascoag, RI. \$12,000 b/o Jon Ernest (401)568-5640 RI

AVAILABLE: 1984 Westy Full camper for parts or restore. Van located near St. Johnsbury VT. Van was driven there and parked for five years. This van is almost all there and has many good parts. \$500 b/o Email: evans.waldron@us.schott.com for photos and details or call Ruth at (207)824-0711 VT

AVAILABLE: , am/fm, new engine installed 2000 with 25,000 miles so far. Loads of spare parts, and a repair history (receipts) available. Generally good condition overall with some rust peeking through. \$2500 Connie (718)978-6737 or Cmead130@cs.com NYC

AVAILABLE: Cal-built, always garaged. Just over 52K original miles. A/C, all orig. equipment, curtains, manuals, service records, etc. Must sell; can't drive anymore. Asking \$5995. Photos available. (MO) CONTACT: Jo Hoffman PHONE: 816-524-5481

WANTED: NEED REAR BUMPER FOR 1971 TYPE II Looking for a rear bumper for a 1971 Westy or any type II - straight, no dings or dents. Will purchase or swap for original 1971 brown/white checked curtain material - not faded and rated 9 out of 10. Ron Schwab PHONE: 530 823-6235

AVAILABLE: 1974 WESTFALIA CAMPER BUS For Sale is my orange '74 Westy. All the details can be read at www.gacker.com/buspics/index.html. This bus is located on Cape Cod, MA Asking \$4000. Please email me at 74vwbus@gacker.com with any questions. Eddie Goodwin PHONE: 508-362-5021

AVAILABLE: WESTY CAMPER PARTS FS I need to find a good home for a Westy interior from a bay, I think, about 1972. The components are in decent shape, not perfect, missing a couple knobs and such. Have the Z-bed (needs to be recovered), closet, over-head storage unit, sink/fridge/table pedestal. Got pics of the pieces, if needed. Don't want much for them, but need to be picked up as a lot. \$100 or B.O. And soon would be great! I just really need the room... I'm near Hartford, CT. Can be reached at (860) 521-1853 evenings after 4 or 5PM. Doug PHONE: (860) 521-1853

AVAILABLE: 86' VANAGON CAMPER as much as I hate the thought of parting with my bus, it's something I must do - I am going greasel...my bus is an '86 westy, well maintained w/ records...rebuilt tran. and engine in the last 2 yrs...little rust in seams, new tires, everything works except a/c doesn't blow cold air...custom built console b/t front seats for storage which also houses my cd changer (which I may leave with the van)...please respond before I change my mind CONTACT: Terrel Broussard PHONE: 413-329-5440 (MA)



AVAILABLE: 1986 Vanagon L for sale. This is a clean, well-maintained non-pop-top weekender version for sale. To me this is the Vanagon to have: 2 WD, 4-spd, manual transmission, non-power steering, A/c, fold-down bed in back. Heads rebuilt, new tires, brakes, idle control module

continued page 15....

ATTENDING GERMAN VW EVENTS 2004

by Gary M. Byers

Hello from Germany. Well, we only managed to make it to four VW camping events this year. I found the first this spring on the internet and written in German. My sons, Derrick, Zachary, and Lance all hopped in Lucy, our 1991 tornado red Vanagon, with the camping gear. The boys and I left Mannheim and drove five hours north to the city of Saltzgitter. We drove around for most of the day looking for the event and other VW busses that looked like they were on a mission, only to soon realize that the event obviously was not there.

So, rather than go home adventure-less, the boys and I drove another hour North to Wolfsburg and took some pictures standing outside the VW factory. (Yes, I know my Vanagon was made in Hanover). By this time it was getting late, so we headed back down to Saltzgitter. We rearranged Lucy and slept inside. The next morning, Derrick looked closer at the event flyer that I had printed from the internet. Only to discover that we were indeed in the wrong city.

Now, finding the event became a mission, an obsession if you will. I was determined to find the event. I did not hesitate to turn the steering wheel on Lucy and we drove but another two hour drive (this time to the West) to a place just outside of a town called Munster. A day and a half after we planned on being at the event, we finally arrived. The lesson here was that in Germany, there are many different towns all with the same names seems that you not only need to know the name of the town is, but also the postal code number or you may end up in the wrong part of the country and, MAPQUEST is good, but it does not take the place of a good atlas.

The "event" (I won't say the name) turned out to be a bust for us. Now, I have a pretty open mind to other people but, there are sometimes places and situations in which one finds oneself in that have the potential to lend itself to no good. This just felt like one of those times. Now, in all fairness, the other people were all probably law-abiding citizens but I simply was not comfortable. Not because I spoke minimal German after all we had previously lived in Belgium for four years and traveled throughout Europe, even venturing East just after the wall came down, and this was after all a VW bus event. So, being in a foreign country was not a concern. Like I said, there are sometimes places and situations in which one finds oneself in that have the potential to lend itself to no good. This just felt like one of those times. So, after about a half-hour at the "event" we got back in Lucy for the now six-hour drive home. The trip was not a total bust. We did after all get to see the outside of the VW factory. And, Lucy drove like a charm.

Now fast-forward to 28-31 May 2004, and slightly wiser and much better prepared. The boys and I decided to participate in another VW bus camping event. We were going to go to Koblenz for the 10th VW Bus Deutschland Treffen sponsored by the Koblenz VW Bus Club. Koblenz is only about an easy two-hour drive from our home in Mannheim. I timed it to arrive there about noon on Friday. The event was in a beautiful parklike setting at the point where the Rhein and Mosel rivers join together. The 55 Euro admission fee included four days of camping complete with showers, indoor toilets, a goodie bag (with cookies and crackers and a thick book on the history of the

VW Transporter), and live entertainment every night from various bands.

After setting up camp, we began to walk around visiting the other campsites looking at the different busses that never made their way to the USA. Of course there were numerous vendors selling almost everything you could imagine for a VW bus. And, of course, there were lots of people selling used parts at their campsites as well.

I think there must have been at least 800 VW busses, from splits all the way to the new T5 that replaced the Eurovan. You may think 800 is an exaggeration, but, I think I am pretty close and here is why: we decided to take part in the convoy to the DeBeukelaer cookie/cracker factory (now I understood the significance of the cookies and crackers in the goodie bag). Lucy was convoy vehicle number 304, and there were probably 25 to 30 more vehicles behind us. Even with that many vehicles going on the convoy, it did not even make a dent in the number of vehicles on the grounds. Of course with that many vehicles in a convoy, the Polizei escorted us the entire way. At the factory there was a demonstration of the new T5 pulling a tractor-trailer with a towrope. I was amazed as I watched it pull it without a problem.

The weekend was awesome, with different bands playing every night in the huge fest tent. I managed to pick up a replacement piece of fiberglass bumper for Lucy. I messed up and passed up a piece of fiberglass skirting for the sliding door. By the time I made my way through the numerous swappers, the good pieces were sold and all that was left were ones that needed repaired. I could of course buy a brand new piece of skirting, but what fun would that have been? It is no different than in the States, but the part you need/want when you see it, because it will probably already be sold while you look for a "better deal".

One of the good things about being in Europe is that most everyone speaks a little bit of English. So, between someone being willing to translate, playing charades and frequent references to our handy German-English dictionary we got along just fine. All too soon, the weekend was over and it was time to pack up and head home. Of course, like some of the best weekends, it did have to rain as we were packing up to leave.

Maybe later I will write about our camping trip to Alzey for the Wiesenfest over the weekend of 27-29 August or the camping trip to 3-5 September sponsored by the Bulli-Maniacs. Turns out they are in the same region, just a few towns away. Or perhaps you may hear of our fun at the Snowflake Bug Run we attended 14-16 Jan 2005.

Submissions wanted!!

We're looking for newsletter material!! No matter how trivial you think it is, its worth considering for newsletter submission. Travel story? Technical concern. Found a new place to camp? We want to know! No article too small, no submissions rejected. Submission is as easy as an email or Type it up on your 1945 Underwood, no material rejected. This your club, get involved. Send material to: **LiMBO 34 Summer St., Adams, MA 01220** or Email: **Editor@LiMBObus.org**

LOCAL REPRESENTATIVES AND SPECIALISTS

Attention LiMBO members:

Local reps are out there to gather articles and input from other club members in their area, organize local get-togethers, meets, caravans, and recruit new members from their part of the world. LiMBO is here to support them any way we can and there by strengthen the club. Remember this is your club too!!

If you see a local rep for your area, or a specialist you would like to contact, please feel free to get in touch with them. If you don't see a local rep for your area and would like to become one, or to become a specialist, let me know at my address on page 2. Thanks

-Kevin Kruger

Brad Johnson

645 "E" St. SE
Washington, DC 20003-2716
202-543-4123

EuroVan Specialist

Jim DiGennaro

34 Summer St
Adams, MA 01220
413-743-1814
(Grumpy after 10pm)

Steve Paine

13 Cobblestone Rd.
Barnstable, MA 02630
508-362-9877

Glen Smith

"Buses near the Bay"
30089 Hickory Dr.
Mechanicsville, MD 20659
301-884-5461.

Todd Olson

7511 Sunfish Dr. NE
Rockford, MI 49341-9051
616-874-5536
todd.olson@charter.net
www.busesbythebeach.com

Fred Garnes

28042 Randolph Rd.
Detroit Lakes, MN 56501
218-847-3973
fcgarnes@yahoo.com

Bill Bowman

"Buses by the Arch"
1514 Wild Goose Run
St. Charles, MO 63303
314-949-2455

Brian Davis

245 Buck Jones Rd
Raleigh, NC 27606
KRF7807@aol.com

Ron and Becky Maxon

The Bus Guild
"Westies in the Woods"
591 Hickory St.
Westwood, NJ 07675
201-358-9169

Dennis Haynes

970 Smithtown Ave.
Bohemia, NY 11716
516-563-8248

Joel Cort

"Westies at Watkins"
5 Hunters Drive North
Fairport, NY 14450
585-377-4161
jcort@rochester.rr.com

Andrea Rasso

35 Sharp St.
Patchogue, NY 11772
arasso@yahoo.com

Pete Sottnik

300 N. Gardenia Ave.
Broken Arrow, OK 74014
918-258-1401
VWSottnik@cox.net

Alan Zimmerman

40 Wooltown Rd.
Wernersville, PA 19565
610-678-0555.

John Hamill

John's Car Corner
Rte. 5, Box 85
Westminster, VT 05158
802-722-3180

Ken Madson

PO Box 621
Duvall, WA 98019
206-523-6525

Karl Bloss

21 Saint Andrews Dr
Hurricane, WV 25526
304-760-2115
kbloss@charter.net
www.vwww.org

CANADA

Frank Condelli

RR#2
1873 Concession #8
Almonte, Ontario, Canada
KOA 1AO
613-256-6763
www.busfusion.com
fkc@aol.com

....Swap area continued from page 12

and idle stabilizer valve. Newish alternator. New throttle position switch, distributor cap and rotor. Brown, 177K, Good condition.

Strong points:

1. Strong-running engine with no coolant leaks. I am running synthetic 15W50 Mobil 1 oil.
2. Clean interior.
3. Upgraded lighting with vanagon.com relay kit and 100W hi beams.
4. New brake caliper, rotor and pads.
5. New tires with matching tread.
6. New fuel filter, lines, and CV joints/boots.
7. New fuel-pressure regulator.

Issues:

1. Some seam rust.
2. Some rust on rear passenger-side quarter panel.
3. Somewhat noisy exhaust system.

To it's credit:

1. I am only the second owner. Buyer-owned since 1986 and well-taken care of. \$2200 OBO. Steve Fierz PHONE: 815-825-2692

AVAILABLE: 1974 WESTFALIA CAMPER 'Sweet' Orange Westy- Newly posted with Photos! Bright orange high quality professional paint job (base coat, clear coat.) The body on this van is MINT! It's a real head turner, many new body panels have been professionally welded and

replaced. Original orange pop top canvas has some rips (and the original fringe!) Full camper with walk thru kitchen, sink, icebox, new windshield. Original orange plaid interior is complete, no rips! Temporary 1600cc upright engine was removed, it really needs an original Type IV VW pancake engine, van has been off the road and stored in a barn since 2002. Excellent mechanical restoration project for a VW enthusiast where the body work is already complete, including paint!- Have Mass Title, Must be seen!

3 Options to purchase this nice Westy:

- 1) \$1000 w/o Engine as shown
- 2) \$1500 with rebuilt 1600cc complete upright longblock, tin and lots of parts (you install motor) Note the pressure plate of the longblock in the back window in the picture.
- 3) \$2500 if I install 1600cc motor...'Turnkey'

Located 35 miles west of Boston

Call Ted 508-561-9695 (cell) 508-422-9296 (home)



Available or Wanted submission:

As a member of LiMBO you are entitled to a free classified ad each month. Try to make it 100 words or less, written legibly with any abbreviations that can be made (i.e. 147k mi., trans., Westy, PS, PB, A/C, etc.) Include a price if possible, your name, phone #, e-mail (if appl.) and state and be sure to mail it in time a for the next newsletter submission deadline indicated on page 2 of this issue.

Send to: **Transporter Classifieds, 3 Oak St, Mystic, CT 06355 wmonk@snet.net**
or via the Web: <http://www.bcn.net/~limbo/classifiedform.htm>

Name	State or (optional) address
Phone ()	E-mail

Parting Shots...

Over View of the 'Mid-way' at West River Westy's



Nice looking Vanagon Syncro Camper. Seen at Mid-America's Fun Fest. photo by Norman Peschke



The Vantastic four.... Their Vantastic powers are not apparent to anyone, maybe its the hats. From Left: Nevin Lescher, Gerry Edge, Kevin Kruger and John Netzel.

Official LiMBO printing company....



Mitzi Koninis
Graphic Designer
Production Supervision

**KONICA MINOLTA
BUSINESS SOLUTIONS U.S.A., INC.**
550 Marshall Phelps Road
Windsor, CT 06095
Tel 860-683-2222 x2435
Fax: 860-902-7466
Cell: 860-490-6083
Email: koninism@konicabt.com
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