

The Transporter

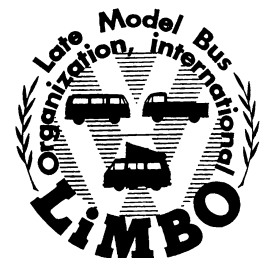
THE OFFICIAL NEWSLETTER OF THE LATE MODEL BUS ORGANIZATION, INTERNATIONAL- LIMBO

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A page taken from the 1974 VW bus Sales brochure

Reflections: A visit to the Wolfsburg Museum
INSIDE: A bus promise
Lovebeads are gone...



MARCH - APRIL 2005

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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:

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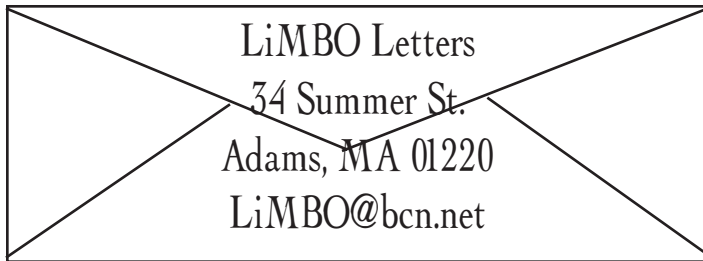
Views through the Windshield

Hi gang, welcome to the early Spring edition of *The Transporter*. Its Easter Sunday as I write this and the weather has, finally, started to warm up. Here in New England ol' man winter has kept a firm grip up until just a couple of days ago. I'm starting to get the itch to drive the old microbus, but there is still plenty of salt on the roads. So it stays nestled in the back of the garage for now. Hopefully, by *Transporter Rites of Spring*, on May 1st, the April showers will have melted the snow and washed the salt away.

I hate to start this way, but I had minor computer malfunction a couple of weeks ago. I lost almost a months worth a email and everything I was saving for publication in the newsletter. I was able to recover, through one means or another, most of ever thing that was sent to me. However, I remember getting a couple of articles from a member, in the armed forces, either stationed in Germany or was stationed in Germany. The stories were sent to me twice, one by former editor, Maryann Wohlfarth, and directly from the author. (I can't believe I lost both) So the point of this paragraph, is to ask that person to send those stories again. Thank you. This is also a call to everyone, send me a story. Most everything that is submitted is printed. If you take the time to write it, I'll print it.

In this issue we have a story from Rick Bozarth who reflects on his trip to the Wolfsburg Museum. I like Rick's perspective on the Wolfsburg Museum. Thanks for the heads up. We have a story by Endre Algöver who has made a promise to fix his bus, eventually. I really liked his story, Endre and I seem to have a kinship of sorts, I can relate on many levels. Too bad you're on the west coast, Endre, I could see us hanging out and tinkering on our project buses. I have reprinted a story that first appeared in the November 29th issue of the *New York Times* about

continued page3...



LiMBO,

I have just finished reading the article by Michael Beach and his reference to GEX. I bought an engine from them about five years ago and also ran into some problems. They did not have an engine in stock, 2.0 liter, 82 Vanagon, but said they had one they could build. I specified the crankcase ID letters to insure I got the right year engine. Engine was received in 4-5 weeks. The shipping pallet was quite flimsy and had broken and one of the two bands that held the engine on it was broken. The main damage to the engine was a bent stud, 8 mm if I remember correctly, but I don't remember what it was for. The person at GEX who listened to my recital of poor quality shipping pallet and request for a replacement stud said it was just a standard stud and I should be able to get one locally. He was not interested in getting me a replacement or helping with customer relations.

I had a 73 crankcase which could not be rebuilt and was able to remove the proper stud from it as I did not want to try to straighten the bent one and possibly have it break later. Was I too picky in requesting a replacement stud? I don't think so. They had a problem with shipping pallets and needed to be made aware of it and the resulting shipping damage that could occur. What do other members think?

Max Koone via net

Max,

I have heard of similar stories of poor quality and poor customer relations. There are bound to be a few complaints. As the saying goes, you can't please all the people all the time. VWAG shoots for 100 % satisfaction but realistically they get about 92%. No, I don't think that a replacement stud was out of line. If it means the difference between a satisfied customer or not, I would have sent one. I advise people who are looking for an engine to contact Boston Bob at Boston Engine. He's a little more expensive, but the quality and customer service is top notch. You deal with both the engine builder and owner all in one. Bob may not have a flashy ad with a pretty girl in it, but his knowledge of engines is second to none. -Jim D

DRIVERS WANTED: The annual Arlo Guthrie walk for Huntington's Disease is scheduled for May 22nd in Hoosatic, MA at the Guthrie Center (aka the church from the movie) Bus drivers are needed to man stops along the walking route and shuttle walkers back to the church after the walk is completed. For more info on walking or driving, contact Lisa Guthrie @the Guthrie Center 413-528-1955 or email msabeski@earthlink.net

...Views continued from page 2

buses and the VW bus hobby. We have the usual departments and some nice parting shots from Joel Cort and this past fall's Westies at Watkins Glen. (I was finally able to open the file he sent me!!)

This week the Euro-turtle-van rolled over 161,000 miles and I washed the ETV, for the first time in what seems like months. The winter season has not been kind to the old girl. She's really starting to show her age. Over the winter, I've had two coolant hoses spring leaks and on one particularly cold January morning, the oil cooler seal let five quarts of oil blow all over the ground. The exhaust fell off and the catalytic converter started rattling. Rust is showing in the seams, around the wheel wells and even under the rear window. It makes me sick. Those of you who live in warmer climates where rust is rare, you should count your blessing in regards to rust.

The roads around here don't help. The pot holes are unavoidable and have really beaten the front end, both tie rods and lower ball joints will need to be replaced. I'm waiting before I replace them when either, one, the roads get better, or two, its time for my annual state safety inspection.

I'm not whining, this kind of stuff is to be expected, even from a car that has had the proper maintenance. It still sucks when it happens. I feel fortunate that I'm in the car business, I can't image paying someone to fix all that. It seems to go in cycles, it only needs regular maintenance for a few years, then a whole bunch of stuff will go wrong seemingly all at once. I have to admit, the Eurovan has been a very reliable van up to this point. I'll fix all this stuff and it will be ready to go, hopefully, for another 160,000 miles. Although, by that time the rust will have taken its toll and it probably won't be on the road, or if it is, I won't be driving it. Rust, for me, is the deciding factor in when to get a new bus. I can fix almost anything mechanical, but rust, that's a different story. It kills me to have to pay someone to fix rust. I do my damnest to keep rust from starting in the first place and it still pops through. If it wasn't for the rust, I'd probably still have the first turtle van. Then again, I get the itch for another van every three or four years or so. Incidentally, I've had the Eurovan three years this coming May.

Well, that's about it. Keep those buses safely on the road and when the weather gets better, we'll see you out there. I'm looking forward to our first outing of the season, *Transporter Rites of Spring* in Duxbury, MA May 1st. Wave at all the buses you see!! Keep on busin... -Jim D.



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Love Beads Are Gone, but Microbus Beat Goes On

By JERRY GARRETT Published: November 29, 2004 NY times,
Submitted via web.

SIGHS of disappointment swept through the ranks of the Volkswagen faithful last spring when the company announced that it would not put its Microbus design study from the 2001 Detroit auto show into production.

Like the New Beetle, which sprang almost directly from an earlier show vehicle, the Microbus prototype borrowed freely from the design of a cult favorite. But as it faced financial problems, VW management decided that a revival of the seminal minivan, a symbol of the freewheeling 60's to many who are now in their 60's, would have limited appeal outside the United States.

The devotion of American fans, though, has not faded, if a gathering of pre-1968 buses in Southern California last month is an accurate indicator. Even so, their commitment is not unlimited.

"Are you kidding?" Rick Clark, a veterinarian in Carmel, Calif., said when asked whether he had driven his '54 panel van the 400 miles from home. "I'd still be driving it. This can only go about 40 miles an hour."

Mr. Clark, who bought his bus - formerly a potato chip delivery van in Gloucester, England - in 2001, counts himself a lover of Transporters, as the buses are known, and the people they attract. "I can go to events like this anywhere in the world and meet, like, a retired industrialist talking to a bald guy with a tattoo on his head about the merits of the air-cooled engine. Where else can you find a community of auto collectors as diverse?"

The Huntington Beach event was billed as the largest in the United States for "Splitties," a nickname given to 1950-67 buses because of their divided two-pane windshield. The meet attracted Deadheads in graffiti-covered buses, lowered "Cal-look" surfer vans, day campers, families with enough children to fill nine seats and even a gardener with his lawnmower and landscaping tools in back.

VW, famous for sticking with designs like the Beetle for decades - for generations, in fact - introduced its utilitarian little bus in 1950, and completely restyled it just once over the next three decades. The later generations, the Vanagon of 1979 and the Eurovan introduced in 1992, bear little relation to the originals aside from the basic big-box shape.

Not everyone was enraptured with the ungainly

"bread loaf," as kinder critics called the early models. The first Microbus was skewered for being a 2,500-pound vehicle with motive power on par with today's riding lawnmowers. The van's size and shape brutally overtaxed the 1,131-cubic-centimeter, 25-horsepower engine, which was limited to a "long-distance maximum speed" of 47 miles an hour, according to the manual. The van porpoised down the road, its wheels

tended to fold under in turns and it would all but stop in a headwind.

The versatile rear-engine layout was adapted to many forms including a pickup, a high-roof delivery van, a camper and the Kombi model with removable seats. As a public service vehicle, versions were produced as mail trucks and even ambulances, albeit very slow ones.

The VW bus was both crudely primitive and cleverly innovative.

As Mr. Clark demonstrated, it could be started with a hand crank, like a horseless carriage, until the late 1950's. It was so minimalist that a dashboard was an option. The heater pulled its warm air supply from across the engine, with all the attendant smoke and aroma. Air-conditioning? Surely you jest.

In original form, the turn signals were not blinking lamps, but lighted semaphore arms that flipped out from the side pillars. The headlights were weak, a result of the 6-volt electrical system used until 1967, more than a decade after most cars had switched to 12 volts.

But it was also available with dual cargo doors on each side, years before any competitor had them. A four-door Double Cab pickup - like today's popular crew-cab trucks - was another early innovation.

Chris Horan regularly takes his lowered custom Microbus to vintage-car "cruise nights" near his home in Pasadena. "Mine is probably overrestored," he said. "There is always some extra part you're looking for, something else you want to have chromed. These things are a way of life."

Mr. Horan bought his bus 14 years ago while he was still in high school, for \$1,600 from a desperate seller who was trying to raise bail. "It's probably worth \$30,000 to \$35,000 now," he said. "I've heard of some going for upwards of \$50,000."

Mr. Horan's 21-window Deluxe model is prized by collectors for its quaint features like Safari windshield panels that open outward from the bottom, "vista windows" lined up on the roof like a sightseeing railcar and an enormous canvas sunroof.

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Reflections: A Visit to the Wolfsburg VW Museum

By: Rick Bozarth, Seiling, Oklahoma

The last week of May, 2004 my wife Taunia, son Taft and myself left western Oklahoma for a two week visit to Denmark and Germany. We were visiting friends in both places and expected to spend a week or so in each country. I have been an avid bus fan for more than 30 years so it was with excitement that I planned an excursion to Wolfsburg during our stay in Germany to visit the VW Museum. Our base in Germany was Nurnberg in Bavaria so we had to commit some travel time to the endeavor. I had planned this trip prior to our departure and learned that the trains in Europe were great but somewhat expensive. Research indicated that I could buy a six-day Eurail Pass for quite a bit less than I could travel from Copenhagen to Nurnberg and then later to Wolfsburg and back to Nurnberg on a single-fare basis. By all means I recommend the trains and the Eurail Pass.

It was a Tuesday and our train left Nurnberg at 6 a.m. for a 10 a.m. arrival in Hannover which is in the north of Germany. The VW Museum website indicated that the museum was open at 10 a.m. and gave good directions to the Museum in Wolfsburg which is an additional hour train trip northeast of Hannover. The town is centered around the Museum and factory which is a short walk from the train station.

As I stated earlier, I am a Bus fan, having collected and owned everything from a 1960 Single Cab to at least two examples of every version of the VW Transporter except the Eurovan and I, as well as many of the readers of *The Transporter*, had for many years wanted to go to Wolfsburg to get a look at the reportedly large numbers of old VWs there, especially the VW Bus. If that is your thought and desire, then the VW Museum at Wolfsburg will surely disappoint you. Our daylong tour of the Museum bore fewer than 5 buses of any kind and none of which were anything better than one would see at a local show here in the States. I was totally dejected at the end of the day, especially in view of the prior planning to get there and the fact that my family and I used a complete and very valuable day for this excursion. So, if your desire is to check out the old VWs at Wolfsburg don't go. I am sure they are there, they are just not on display.

Now this isn't the end of the story, note that this is being written in November after I have had an opportunity to think about my visit to Germany and upon reflection, I think the visit there was, after all, worth the trip. However, a bit more education about

the Museum would have made my visit a lot more enjoyable. Whether that education or information is available, I am not certain, but the following thoughts might be helpful to someone who contemplates a similar trip in the future.

First, remember that Volkswagen is a giant corporation, perhaps the 4th largest car manufacturer in the world and they produce a myriad of types and model of automobiles all over the world that we never see here in the USA. The museum is filled with versions of VW that have been produced for different parts of the world, including a great many from the more recent 30 years or so of water cooled versions.

Second, their Museum is (or it certainly appears to be) a platform for the promotion of the VW corporation and it's products. After all, they own and produce several other independent brands of cars, including Audi, Lamborghini and Bentley. There were separate and very interesting building-size displays on each of those models upon the huge Museum grounds. Wolfsburg is really an international museum. I identified people from all over the world and the slant of the Museum is to expose people from across the world to their products and not for antique lovers like myself with an admittedly narrow interest in VWs.

Third, the Museum is a museum of old cars in general. There were displays of cars from all over the world, including race cars, luxury cars and a perfect Ford Model T. There were a few famous VWs there, including a Bug once owned by John Lennon and the real version of the golden 'One Millionth' Beetle that we have all seen pictures of in the history books.

Lastly the Museum is a direct marketing venue for new Volkswagens. There is a huge showroom facility that displays lots of the current models that VW produces with salesmen to tempt you with the best deal and delivery at the 'front door' of the factory. As an aside there is a very interesting tour of the factory showing the building of the locally produced model, a Golf, I believe.

So, if you're going for the old VWs, go to a VW Show. You won't see them at Wolfsburg. If you are going to a Museum that exposes you to the many and varied models and types of automobiles that history has offered and an educational endeavor about this giant corporation and the vehicles it produces today, then take a day and visit the VW Museum at Wolfsburg. In retrospect, I am glad I did.

Destinations:

JANES ISLAND STATE PARK, MD

This is the first article on DESTINATIONS. DESTINATIONS will hopefully be a regular section in our newsletter. The idea is to spread the word about some of the great destinations we all have visited in our beloved VW vans.

In this issue the venue is Janes Island State Park, Crisfield Maryland. JISP is located on the Southwest side of the Delmarva peninsula, just north of Crisfield Maryland. The park has access to the southeast side of the Chesapeake Bay. It is a beautiful park!

I camped there in 'camping loop B'. Over the years I have been fortunate enough to find some pretty awesome places to camp. JISP is definitely in the top ten places I've camped in. Site 19 is the site you want! It is a corner site and it is located right next to a beautiful lawn and the Daugherty Creek Canal. You'll feel like the lawn area and the canal are part of your campsite! There are no other sites positioned so close to the water. You'll get to feed the ducks and other water fowl traveling through the area. Boats cruise back and forth through the canal. The sun sets just beyond the canal, making for beautiful evenings.

There is much to do at the park and in nearby Crisfield. You can rent motor boats or canoes and travel around Janes Island. There are hiking trails, playground for the kids, swimming, picnicking and areas to fish and catch crabs, all located right inside the park. Crisfield is known for its watermen. The watermen go out to catch the bounty of the Chesapeake Bay. This means blue crab and oysters among other tasty seafood. You won't want to pass up the chance to sit down in a Crisfield pier side restaurant and order ALL YOU CAN EAT Maryland steamed blue crab, steamed in heavy amounts of Old Bay seafood seasoning, what a treat!

You can also take a day trip, or an overnight trip if you like, to Tangier Island. An island in the southern part of the Chesapeake Bay which is actually part of the state of Virginia. The boat that takes you there is a large ship capable of carrying over a hundred passengers in comfort. When you arrive, there are many ways to get around the island from walking,

renting a bicycle or golf cart, or riding a tour bus. The tour buses are school buses. There are many unusual sites there. And of course seafood is plentiful. There are few cars on Tangier Island and the most common mode of motorized transportation are golf carts and scooters which cruise up and down the narrow streets.

During the summer there are quite a few people making the trip to Tangier Island, so come to the Crisfield pier early or you'll be too late to get on board. The boat leaves Crisfield around 12:30 pm on Saturday. There's also a mail boat that goes to Tangier Island about the same time the tour boat leaves the pier. If you can't get on the tour boat, you can ride over on the mail boat, the cost of the ticket is the same. The mail boat is faster, and although the tour boat leaves before the mail boat, the mail boat will arrive at Tangier Island first. Since some of the people riding the tour boat will not be returning that day, there will be room on the tour boat to bring you back to Crisfield in case you went over on the mail boat. The mail boat spends the night at Tangier Island.

If you are looking for a truly beautiful camping environment, off the beaten tourist path, Janes Island State Park should be a place to consider. You won't be disappointed. To camp at JISP between Memorial Day and Labor Day you'll need a reservation if you plan to camp there over the weekend. During my trip there, we arrived on a Friday and left on Monday morning in the first week of August. The campground was pretty empty on that Monday morning. So things seemed slow during the weekdays. If Janes Island State Park is of interest to you, do yourself a favor and make a reservation for site 19 in camping loop B. If you come I do believe JISP and in particular site 19 will become one of your top ten campsites too!

Glen Smith, Limbo Treasurer

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GREGORY S. MALANY

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The Bus Promise

Back about a year ago when I joined up, I encountered Jim DiG's invitation to write for the Transporter. So here we are, after much delay; I thought I'd give it a try.

For background, I am a late-40s guy living in North San Diego County who was owned by a succession of VW busses from high school until I got my first job out of law school. I've always adored the character and personality that seems to ooze from VW busses (and no, it's not that black stuff on the ground in the back). I've also enjoyed the higher gas mileage and contemplative travel experience that comes from the modest, talkative engines. Sure, I could have built something bigger and faster, but my finances and my good sense always kept me in the 1600 range. But upon officially becoming indentured to the law firm in Los Angeles as my first big job, I foolishly convinced myself to sell my beloved '69 and get something new, shallow and with lower maintenance requirements. So I sold my bus to an Aussie who was traveling to Minnesota. He seemed to genuinely appreciate it; on his test drive when he slapped the gear shift by accident instead of grabbing it, and the worn guides in the shift linkage allowed the lever to literally spin around in an 8-inch wide circle, he just chortled happily on how it was "just another way I need to get to know the girl." But I still get a pang when I think of the possibility that my beloved red-and-white bus may now be quietly rusting away in the harsh northern Midwest.

These days I have a family, and they know one of The Dad Unit's traits has always been gazing with longing at the VW busses going by. I only had vague plans to get another bus someday, but when a friend from soccer whined two summers ago about wanting to unload his cranky '79 Bus, I could not help it. I gave in to the monkey on my back and, like any junky, began to say anything I had to for that bus to be mine. I floated the idea with my kind, trusting wife that this was to be a family project, and to my surprise she became an enabler and eagerly agreed to squander some of our tax refund on the beast. And so it became ours, we happily limped it home, parked it in the driveway, and began planning our collective task.

When the haze cleared from my eyes, I found I had no idea what I was getting into with that model year. I had also convinced Karen we had to spend just a little more of the tax money on doodads past experience told me we needed to improve and maintain our VW, so we bought a large boxful of gauges, seals, sheet metal screws, and whatnot. But I was shocked in

the process of learning how little the 1979 fuel-injected VW engine can be readily modified. (Can you say "No 009 Bosch distributor?!") I was daunted, but not discouraged. We managed to spend money on other things, like replacement seats and red chili-pepper fabric for curtains.

As you can likely guess from the above, I am not a restorer. I appreciate seeing an old VW in pristine condition, but I much prefer daily drivers, especially ones that reflect their driver's personality. So I've focused on reliability, functionality and economy instead of making it is near-original as possible. That's an especially good thing with this bus because it's a rust bucket! Oy, I've been to that purgatory before and I loathe it! It is a testament to the highly altered state I was in when we bought it that I went through with the purchase anyway. Also, the prior owners of the bus apparently never replaced anything which did not physically break. The apparent exception is the half-a-steering-dampner I found dangling underneath (so THAT's why it steers like the kids' old wagon...). As a result of the prior owners' fanatical devotion to ignoring normal maintenance, after about 25 years of life there are some very basic things to fix on the bus, like the replacement of the original rear shocks (!).

But most of that was known to me almost 2 years ago and I confess I have done little to our family project since then. Too much kids, work, soccer, work, kids, Boy Scouts, soccer, yard work, honey-do's, and more work. It gnaws at me at times, because I know that working on my VW is restorative for me. When I'm depressed, frustrated, angry, or otherwise out of alignment with my family, my God, or the world, turning a wrench on my VW companion for a while allows me to slow down, think, and feel better about myself and things. In a perfect world, I'd have time to do that every week, or even every day. Sort of like TM on wheels (uh, blocks).

My 11-year-old son agrees. He groks it. He loves things mechanical and he finds it a great tragedy that we have not gotten really started on our project yet. My wife is on board as well, happily planning the curtains and the seat covers, and other items she likes.

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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 (includes shipping)

LiMBOclox



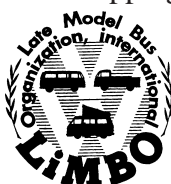
Coming soon - in Limited Supply
Pre-order yours now. \$15.50 includes shipping

LiMBO Tee shirts.

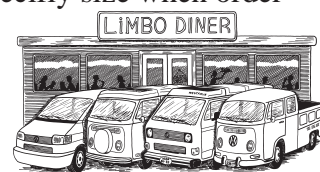
All new LiMBO logo Tee Shirts. Gray Beefy or Oceana green with black or yellow LiMBO logo on left front with 'LiMBO Diner' artwork by Chris Brown on back. (as Pictured)

Sizes Large through Double Xtra Large. Price: 16.50 (12.00 plus 4.50 shipping) Specify size when ordering.

FRONT



www.limbobus.org



BACK

Send Check or Money Order to:
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C/O Nevin Lescher
295 Reed Ave
Windor Locks, CT 06096

Can also be purchased through our Website
www.LiMBObus.org

Welcome New Members!

by Steve Paine

David Attwood, New York, NY
Todd Bankhead, Davenport, IA
John Berkley, Westminster, VT
Dana Bussen, St. Louis, MO ('74 Westfalia Deluxe)
Richard Carel, Philadelphia, PA
Jennifer Christensen, Hampton, NJ
Shannon Cimarron, Silver City, NM ('84 Westfalia)
Timothy Eddy, Marblehead, MA ('87 Westy)
Jeremy & Jessica Edmondson, Ashburnham, MA
Amy Ely, Columbia, SC
Roger Fongar, St. Petersburg, FL ('87 Westfalia)
Jason Grover, Ithaca, NY
Matthew Harrell, Toledo, OH
Chris Hopkins, West Cornwall, CT ('72, '77 & '78 Buses, '74 Camper, '84 Vanagon)
Terry Kindred, Lexington, KY
John Kirkland, Jacksonville, FL
Douglas Letterman, Cape May, NJ ('85 Westy)
Mark Magilson, Weehawken, NJ
Timothy Marciniak, Muskego, WI
Robert Nichols, Jefferson, OR ('73 Westy)
Shawn Nutting, Helena, AL
John O'Connor, Vancouver, BC, Canada
Christian Stein, Willimantic, CT
Kevin Warner, Olympia, WA
Kevin Wolf, Raleigh, NC

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phone: 613-256-6763 email: Fkc43@aol.com
web: frankcondelli.com

toll free order line: 888-878-3276

Member: LiMBO - IWCCC - Capital City VW - Vanagon List

....Bus promise continued from page 7

Oddly, my 13-year-old daughter, who otherwise is a marvelous mixture of an old soul living in a joyful young girl, thinks it's "just an old car," and can't grasp the attraction of getting greasy up to our elbows for the sake of making it work, reliably, the way we want it to work.

This is not to say I haven't done anything at all with my Meditation Master. The positive battery cable was looking icky and old, and I noticed it was a truly stupid act to shove the battery into the right-side taillight space where you have to dismantle a good part of the air filter and associated parts just to get at it. In my mind it's not good in any older car to restrict access to the battery in any form. So I've replaced the cable and rerouted it to the other taillight area, where the battery can have its own personal space. I've also begun work on the nonfunctioning gas gauge, where the sender, wiring, and gauge all appear to function independently but refuse to play together. But I've only watched as the rust has gotten worse, and the work I've done is not nearly enough to restore my soul. I'm still working towards that.

The point of this monologue is that I happily believe the bus will, one day, be a reliable daily driver and faithful donkey to carry my family to adventures in and beyond overcrowded SoCal. And while we work on it to get it to that place, it will be a gathering place, a touchstone for my family to work together towards a common goal. But even until we really get going on the work it's not just taking up space. No, it is a physical embodiment of a promise of peace, harmony, sharing with my family, and creating something ours to enjoy together. It is a promise waiting on blocks to be fulfilled. I'll try to let you in how the promise pans out, and I'm sure I'll inflict my queries on you all in the process.

Speaking of inflicting myself on you all, back on the old '69 I had stumbled on some nice Rancho adjustable oil shocks which just happened to have compatible travel for the rear suspension of that bus. I've learned those shocks have been discontinued, so does anyone know of something similar which would serve on my '79 (where the IRS travel is the same as it was for the '69)? I prefer a firm ride, and I want the security of having capacity to deal with loads, so coil-overs are an option, but I also don't want to blow my repair budget just on rear shocks, so something pricey-fancy won't do. Please let me know your suggestions. Thanks, and happy trails to you.

Endre Algöver
ejalaw@2cox.net

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
LIMBO@bcn.net

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

April 14-17 Greensboro, NC -Everybus 05 A great bus campout where everyone is welcome. Tons of buses camping in a NC state park. See www.everybus.com for details.

April 24 Mansfield Hollow State Park, Mansfield, CT - The CVA's Annual Spring Dust-off from 9am to 3pm. Held rain or shine. This is an informal, non-judged car show. Dash Plaques to the first 200 cars. Last year we had almost 250 cars, so arrive early. Bring a picnic lunch and enjoy the cars and your fellow VW comrades! Info: Jeremy (860) 539-9704 or Joe (860) 417-3026.

****May 1st Duxbury, MA- Rites of Spring.** Contact stan.wohlfarth@bentleypublishers.com or 413-743-1814.

May 20, 2005 - May 22, 2005 - Buses by the Beach.com Spring Benefit Campout Grand Rapids, Michigan 3rd Annual Benefit Campout in conjunction with the Burn Survivor Car Show. This year we will be expecting well over 50 buses from all over the country. For reservations please call Tom at Grand Rogue Campgrounds in Belmont, MI (Grand Rapids Area) at 616-361-1053 make sure you tell them that you are with the Buses by the Beach. See www.busesbythebeach.com for all the info.

****May 22 South Dartmouth, MA LiMBO folding party** We are going to invade John Reynolds house this time. 413-743-1814 or Email limbo@bcn.net for directions/questions and latest info.

****May 28-30 Old Mystic, CT - Buses By the Mill Campout** Located on the grounds of Clydes Cider Mill. A weekend full of fun and buses. Call Bill/Amy (860)572-2006 or Email: wmonk@snet.net

****May 27-30 Branchville, NJ- Westies in The Woods** Stokes State Forest Group campsite A. Cost is only \$1.00 per night. See you in the Woods. Ron/Becky Email: beckybus12@hotmail.com

****June 9-12 Almonte, Ontario, Canada- Busfusion** 5th annual Busfusion, a VW camper camping event in conjunction with River Edge, festival of the Arts in Mississippi Mills. www.busfusion.com Frank Condelli (613)256-6763 or Email: busfusion@aol.com

****June 10-12 Riverhead, NY -LiMBO on Long Island** Indian River Park. Campground has been renovated, especially the group sites, and they now offer electric and water hookups for each and everyone if the so desire. See: <http://arasso.tripod.com> for details.

July 1-4 (Fri-Mon) Pinnacle, NC Sunshine Daydream Come out and celebrate the 4th of July at the Fourth Annual Sunshine Daydream Bus Campout. The 4th is on a Monday this year so the campout will be four days!! The campout is held just north of Winston-Salem, NC. At the base of Pilot Mountain at the Jomeokee Campground in Pinnacle. robhenley@72camper.com

****July 15-17 Townshend,VT- West River Westies** This great camping event will be repeated at the Bald Mountain Campground in Townshend, VT. A couple new events will take place this year. A competitive game for children and adults alike. It come to us from Ohio and will be introduced here in the Northeast as the "LiMBO Cornhole toss". Were sure you will enjoy this one. 65 sites available now with water and electric hookup. Call BMC for reservations at (802)365-7510

July 16 -17, 2005 Woodstock Fairgrounds, Woodstock, CT-The CVA's Inaugural New England Volks-Meet, from 9am to 3pm both days. Trophies will be awarded by people's choice in many different classes. Show will be open to all Volkswagen, Audi, and Porsche owners and fans and will be held rain or shine. There will be dash plaques and goody bags to the first 300 cars and camping is available on Saturday night. There will be live bands and

entertainment for the kids. Come and enjoy a weekend of true German fun. Thank You!! For additional info please call: Jeremy Clayton (860) 539-9704 vwbus@excite.com or Joe Hughes (860) 417-3026 vwjoehughes@yahoo.com

****July 31st Sterling, MA -LiMBO folding party.** Tentative location at The Costello's home in Sterling. 413-743-1814 or Email limbo@bcn.net for directions/questions and latest info.

July 31 Lavallette, NJ -Bugs and Buses By Barnegat Bay A vintage VW car show. Philadelphia Ave and Bay Blvd. at the park by the bay. Pre 1980's classic vw car and buses may enter, people's choice and kids favorites awards, trophy plaques for winners, no entry fee. Registration begins at 8am and show opens at 9am and awards presented at 2pm. Call to register: John Pickens (609)-354-2965 or j.pickens@usa.net

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 Splitty, 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

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

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 Transportation 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 jcort@rochester.rr.com or 585-377-4161

Oct 16th, 2005 Old Saybrook, CT -The CVA's 7th Annual Fall Foliage Cruise from 9am to ??? Held rain or shine this event will begin at Old Saybrook VW and will wind through the scenic roads of Connecticut with a few stops along the way. Please bring a picnic lunch. There will be a dinner after the cruise for those that are interested. Come and enjoy the colors of fall with us. For additional info please contact: Jeremy Clayton (860) 539-9704 vwbus@excite.com or Joe Hughes (860) 417-3026 vwjoehughes@yahoo.com

****Nov 20 Wayland, MA -LiMBO Folding Party** The last folding of the year and a great time to reflect on the summers great events. Warm up the bus and head on out for one more ride over to Stans and help with the newsletter. Stan Wohlfarth 29 Woodland Road, Wayland, MA 01778 (508)651-3502(eves 7-10pm only) or stan.wohlfarth@bentleypublishers.com

**** LiMBO involmment**

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: Free 2 1963 bugs, good front ends, trans axles, seats, body parts and more. Does not roll. **Free My 1971 Wesfalia** of 18 years burned up due to a faulty gas heater. Body good but rusted after fire. Rebuilt trans and entire front end. It rolls. Call Rod (800)285-1706 Jamaica(VT)

AVAILABLE: 1969 Bug, No rust has never been dented, new interior and paint job, blue. Could deliver it. Asking \$3800. Call Rod (800)285-1706 Jamaica (VT)

AVAILABLE: '71 7-passenger. White over sierra yellow. Am/fm. Bumper hitch. Car top carrier. Generally good condition overall. Asking \$2,500 and open to offers; price includes (take or leave) complete spare engine of unknown provenance, rough titled rolling parts car and/or all the loose parts therein. Includes also two new West Coast Metric front door window scraper and vent seal kits. John (703) 759-5547 Email: kzehner@erols.com. (VA)

AVAILABLE: 1978 Westfalia, green, less than 10,000 on avp rebuild, new clutch, injectors, fuel lines, all ball joints, new steering box, tie rod ends, white line sway bars, new 8ply conti tires, all work done in the past 10,000 miles or less. New canvas, fridge works great on a/c or d/c, new deep cycle battery. Does have minor rust, but looks and drives, runs great!!! \$5,000 b/o Bill/Amy (860)572-2006 or Email: wmonk@snet.net Mystic(CT)

AVAILABLE: 1987 Westfalia, 100kmiles, a/c, cruise, auto, maroon, great condition inside and out, Runs and handles great. Don't want to sell but life change force me to. Call Rick Aubin (386)738-4146 or Email: ricknjen@mpinet.net Deland (FL)

AVAILABLE: 1991 7 pass vanagon automatic w/ rear bed. Runs good. 95K on chassis, 30K on used engine. Good Auto Trans. A guy owed me some money and I got this van without motor and trans. Seemed like it was worth fixing so I Bought a used engine from Boston Bob, rebuilt by Shine racing. Bought a known good used trans. Put it together and got it running. Put new water pump, some assorted hoses and the big steel pipe. New throttle cable. Needs muffler and tailpipe, may need more, it has a slight leak somewhere. The van sat for 5 years. So far everything else is ok. (lights, horn, wipers that sort of thing) Has power steering (no leaks so far) and power brakes of course, A/C (need compressor), power windows, locks and mirrors (they work). big bumpers and skirts, Bordeaux Red (Maroon) with grey accents. Grey interior. Has a dent on the right side behind the slider, replaced the heavily damaged slider (put in new bearings) also small dent on corner of the body near rear left taillight. Overall, its decent, has rear bed, with middle seat. Would make decent work car, or nice family car. I'd like to get 2500 for it as it sits. (thats what I have into it.) I'll put an exhaust on it but the price will be 3000. Call me we'll talk Jim D 413-743-1814 or email: limbo@bcn.net (MA)

AVAILABLE: 1995 Eurovan Camper, 51K miles, like new, middle seat, awning, much more. I won't give it away, but will consider reasonable offers. Call Bob (413)525-2553 East Longmeadow (MA)

AVAILABLE: 1997 Eurovan Winniebago Camper, White, good condition, 80K miles, VR6, Automatic, A/C, awning, cb radio, new brakes, factory propane heater, refridge, poptop, beds and more. Prefer sale close to NJ. Call Dan (856)829-4713 or Email: danwzydh@webtv.net/danwzydh@msn.com Riverton (NJ)

continued page 15....

Midwest Scene

A New Year's Eve's reflections on VW Campers and their imitators,

by Bill Dummitt

Just before New Year's eve this past winter, a sudden warm spell arrived in the Midwest, giving us a respite from a long period of bone-chilling cold. Temperatures rose into the sixties and it felt, at least temporarily, like spring. Bev and I took advantage of this unexpected post-Christmas gift to throw a canoe onto one of our vans and head for the Current River in the Ozark National Scenic Riverways.

At this point I have to make a confession. We were NOT driving a VW van or camper, despite the proliferation of same in our driveway. A couple of years ago we bought a GTRV camper on a Ford Econoline chassis. (See www.GTRV.com) Our VW vans were getting long in the tooth and several consecutive trips featuring roadside repairs convinced us (especially Bev) that we needed something newer for serious long-distance travel. Don't get me



wrong, we still love and drive our VW campers extensively, but we needed something newer as well stumbled onto this one almost by accident as we searched for a Eurovan. On this particular warm New Year's Eve the canoe carrier happened to be on the Ford, so that's what we were driving. Call me a traitor if you want- heck, even Jim DiGennaro has a Mallard RV- says so right on his signature line!

Because of the time of year, we didn't expect to see many other canoeists this particular trip. We camped at Pulltite campground, one of the most pleasant in the Ozarks, and had it to ourselves. Shortly before dark, a fascinating caravan of vehicles arrived. There were two nice Westies, a 91 and an 87 very similar to our own beloved Wendy. Accompanying them was a Sportsmobile on an extended Ford chassis. Added to our GTRV, this was as interesting a collection of small campers as I had ever encountered in a small space. No one else was in the campground that night, just this interesting collection of VWs and their imitators.

It turned out to be a canoe club from Kansas City. They floated the Current every year on New Year's Eve, regardless of weather. They were a friendly group and we were all very interested in one another's vehicles. We all spent a pleasant evening inspecting them. Both of the Westy owners were considering other options for the same reason we bought our Ford camper- their vehicles were much loved but not as reliable as they once were. I almost always carry a camera when traveling but for some reason didn't have one this time- I would have loved to photograph this set of campers together, all inspired by the original VW, in one unlikely place at the same unlikely time.

If imitation is the sincerest form of flattery, then the GTRV is a very sincere indeed. GTRV even calls it the "Westy". I guess VW didn't get around to trademarking that name, surprising considering the zeal with which they protect most of their trademarks. It is a little larger than a VW Westy. The van is about 3 feet longer overall (17' vs. 14') although the camping space is only slightly longer and a few inches wider. It has some advantages and some disadvantages over a VW. Interior fit and finish aren't anywhere near Westfalia quality, in my opinion. It does have a few more camping features including a 120v air conditioner built into the rear door, a furnace, and a microwave. The overall layout is clearly VW-inspired, including the pop-top. Gas mileage on the highway is remarkably close to a VW, about 18 m.p.g.. In the city, though, the Ford's mileage drops off much farther than the VW. Parts and service for the Ford are much easier to find, although accessing the engine is a lot more difficult. Power is great-

you can sail over the

Rockies without really noticing any extra effort on the vehicle's part. It does however, lack the charm of the VW camper, either bus or Vanagon. Charm is an undefinable quality, but the old VW's have it and this particular imitator doesn't. Handling of the Ford, especially in parking lots and traffic, is decidedly inferior to the VW vans.

I always enjoy looking at Sportsmobiles (see www.sportsmobile.com) because the interiors are often custom designed by their owners. However, their most popular interior design by far is called the "50" by Sportsmobile and inspired by, you guessed it, the VW Westfalia design. The Sportsmobile has a pop-top that is absolutely wonderful- it goes nearly the length of the vehicle 6' 10" high, full of windows and gives the camper a really open, spacious feeling. Sportsmobile started out converting VW's in the 1960s and moved on to Ford, Chevy and Dodge full-size vans. They've recently begun converting Dodge/Freightliner Sprinters, which uses a Mercedes chassis with a 5-cyl. turbo diesel. Bev and I have really been eying the Sportsmobile conversion of the Sprinter. We're interested enough that I've been reading the Sprinter internet mailing group. There was a thread recently named "Natural Progression", discussing how many Sprinter owners and wannabes are present and former Vanagon and Eurovan owners (answer: a lot).

We had a wonderful two days of canoeing on the Current that warm weekend, then wistfully packed up and broke up this fascinating little collection of campers, all inspired by the VW. Winter returned in full force a day after we returned home.

continued page 15...

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"
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585-377-4161
jcort@rochester.rr.com

Andrea Rasso

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arasso@yahoo.com

Pete Sottnik

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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 1A0
613-256-6763
www.busfusion.com
fkc@aol.com

....Midwest Scene continued from page 13

I expect there will be a VW camper of some kind in our driveway for a long time to come, but we enjoy seeing, driving, and using other small campers. I expect the GTRV is not the last alternative I'll own, especially now that VW sadly has apparently abandoned the camper market once and for all. That Sprinter looks better and better the more I look at it.....

....Swap area continued from page 12

Parts Available

AVAILABLE: (3) Type 2 manual transmissions from 1968,1973 & 1977, \$50.00ea

15 year collection of HOT VW'S 1977-1992, a great source for tech help 180+ issues for \$250.00 that's only \$1.39ea (will not separate)

Speedometer assembly from 1979 Champaign edition with clock \$75.

Gas heater from 1980, complete, not rusty \$250.00

N.O.S. parcel tray for split window part no.

000061108 \$35.00

4) like new 215/70-14 studded snows, all for \$50.00

Rear bumper for 1968-1971 ok shape \$50.00

Plastic grille for 1980-85 \$35.00 Call: 781-585-1556

or e-mail warrenbeetle@mindspring.com for possible photo(s) (MA)

....Love Beads continued from page 4

Greg Guenther, a Microbus owner from Northridge, Calif., keeps his baby swathed in blankets in the garage when he is not driving it. It survived one major earthquake with only a few scratches, but Mr. Guenther worries that it would not last even one night on the street.

"These things are so popular, and in so much demand," he said, "it wouldn't be there in the morning."

That's exactly the fate of a 21-window bus belonging to John Saavedra of Whittier, Calif. It disappeared three days before the Huntington Beach meet.

"The city paved my street, and I had to park it overnight one street away," Mr. Saavedra said as he passed out "Wanted" posters. "The next morning it was gone."

Niels Ouwersloot considers himself lucky to have found an abandoned '66 camper model that he picked up at an auction for "virtually nothing."

"It was ugly on the outside," he said of his diamond in the rough, "and stinky, slimy and dirty on the inside."

But he and his girlfriend restored it in minute detail, as a true labor of love. When it was finished they took it on an overnight stay at Joshua Tree National Park. The next morning, Mr. Ouwersloot proposed.

"It was very romantic," he said, teary-eyed. "Of course she said 'yes.' What do you think?"

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...Westies at Watkins Glen 04

